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603307

Sup. Ct.

Vol. VI
TRANSCRIPT OF RECORD
(Pages 3016 to 3198)

Supreme Court of the United States

OCTOBER TERM, 1944

No. 56

SOUTHERN PACIFIC COMPANY, APPELLANT,

vs.

**STATE OF ARIZONA, EX REL. JOE CONWAY,
ATTORNEY GENERAL OF THE STATE OF
ARIZONA**

**APPEAL FROM THE SUPERIOR
COURT**

**COURT OF THE STATE OF ARIZONA,
PIMA COUNTY**

FILED AT **12, 1944.**



SUPREME COURT OF THE UNITED STATES

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No. 56

SOUTHERN PACIFIC COMPANY, APPELLANT,

vs.

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ATTORNEY GENERAL OF THE STATE OF
ARIZONA

APPEAL FROM THE SUPERIOR COURT OF THE STATE OF ARIZONA,
COUNTY OF PIMA

VOL. VI

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Defendant's Exhibit No. 140 (Witness Weeks)

Jan. 7, 1941

~~THE~~ ATCHISON, TOPEKA AND SANTA FE RAILROAD

TRAIN MILES AND FREIGHT CAR MILES
MAIN LINE TERRITORY BETWEEN CLOVIS, NEW MEXICO
AND GALLUP, NEW MEXICO, AND BETWEEN GALLUP,
NEW MEXICO AND NEEDLES, CALIFORNIA
YEARS 1923 TO 1939, INCLUSIVE

LINE NO.	YEAR	FREIGHT TRAIN MILES		FREIGHT CAR MILES	
		CLOVIS TO GALLUP	GALLUP TO NEEDLES	CLOVIS TO GALLUP	GALLUP TO NEEDLES
(a)	(b)	(c)	(d)	(e)	(f)
1	1923	1,175,346	1,960,891	76,115,151	88,156,075
2	1924	1,140,306	1,698,814	75,556,360	84,653,953
3	1925	1,195,872	1,634,851	81,264,647	89,079,641
4	1926	1,171,228	1,628,608	82,968,327	88,392,993
5	1927	1,290,853	1,801,731	94,394,619	99,414,342
6	1928	1,231,455	1,716,015	91,988,648	97,722,751
7	6 year period 1923-1928, Inc.	7,205,060	10,440,910	502,287,752	547,419,755
8	1929	1,309,064	1,793,971	95,155,812	102,365,961
9	1930	1,099,683	1,529,121	80,877,423	88,858,774
10	1931	893,347	1,331,527	67,232,573	78,107,725
11	1932	804,039	1,223,178	61,344,551	71,689,489
12	1933	801,770	1,178,002	59,227,107	68,972,780
13	1934	906,205	1,497,165	65,635,580	75,580,016
14	6 year period 1929-1934, Inc.	5,814,108	8,552,964	429,473,046	485,574,745
15	1935	1,074,834	1,668,739	75,002,697	88,121,066
16	1936	1,286,576	1,778,901	85,966,636	98,992,578
17	1937	1,380,033	1,845,289	92,268,686	103,456,758
18	1938	1,187,564	1,656,791	84,957,728	94,595,398
19	1939	1,251,246	1,754,961	89,761,348	98,712,427
20	5 year period 1935-1939, Inc.	6,180,253	8,704,681	427,957,095	483,878,227
21	TOTAL-17 YEARS	19,199,421	27,698,555	1,359,717,893	1,516,872,727

Defendant's Exhibit No. 141 (Witness Masson)

Jan. 8, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

FREIGHT REVENUES WITHIN THE STATE OF ARIZONA

Years 1912 to 1939 Inclusive

Year (1)	Intrastate (2)	Interstate (3)	Total (4)	Percent Interstate of Total (5)
1939	\$1 264 811	\$17 078 911	\$18 343 722	93.10
1938	1 162 879	15 380 178	16 543 057	92.97
1937	1 450 617	17 784 487	19 235 104	92.46
1936	1 181 747	15 562 453	16 744 200	92.94
1935	818 256	13 131 891	13 950 147	94.13
1934	567 676	10 956 081	11 523 757	95.07
1933	305 062	9 982 867	10 287 929	97.03
1932	463 754	11 231 642	11 695 396	96.03
1931	1 071 215	14 508 277	15 579 492	93.12
1930	1 710 830	18 183 720	19 894 550	91.40
1929	2 380 174	23 120 356	25 500 530	90.67
1928	2 044 925	20 514 946	22 559 871	90.94
1927	1 942 862	19 567 884	21 510 746	90.97
1926	1 882 115	19 004 440	20 886 555	90.99
# 1925	1 921 398	18 104 940	20 026 338	90.41
1924	661 420	15 608 946	16 270 366	95.93
1923	489 618	14 552 624	15 042 242	96.75
1922	422 258	12 562 695	12 984 953	96.75
1921	370 978	12 727 179	13 098 157	97.17
1920	535 367	12 791 841	13 327 208	95.98
1919	548 989	12 357 127	12 906 116	95.75
1918	845 343	11 246 719	12 092 062	93.01
1917	840 704	11 291 105	12 131 809	93.07
1916	617 080	8 958 025	9 575 105	93.56
1915	236 856	5 518 909	5 755 765	95.88
1914	279 577	6 590 217	6 869 794	95.93
1913	329 170	6 165 094	6 494 264	94.93
1912	264 376	5 472 986	5 737 362	95.39

Note (a) # El Paso and Southwestern taken into accounts November 1, 1924 (System main line mileage, 673.09 miles; branch line mileage, 466.81 miles. In Arizona, main line mileage, 392.82 miles; branch line mileage, 144.93 miles). Arizona Eastern taken into accounts November 8, 1924, (main line mileage, 348.34 miles; branch line mileage, 34.32 miles).

1937	1 450 617	17 784 487	19 235 104	92.46
1936	1 181 747	15 562 453	16 744 200	92.94
1935	818 256	13 131 891	13 950 147	94.13
1934	567 676	10 956 081	11 523 757	95.07
1933	305 062	9 982 867	10 287 929	97.03
1932	463 754	11 231 642	11 695 396	96.03
1931	1 071 215	14 508 277	15 579 492	93.12
1930	1 710 830	18 183 720	19 894 550	91.40
1929	2 380 174	23 120 356	25 500 530	90.67
1928	2 044 925	20 514 946	22 559 871	90.94
1927	1 942 862	19 567 884	21 510 746	90.97
1926	1 882 115	19 004 440	20 886 555	90.99
# 1925	1 921 398	18 104 940	20 026 338	90.41
1924	661 420	15 608 946	16 270 366	95.93
1923	489 618	14 552 624	15 042 242	96.75
1922	422 258	12 562 695	12 984 953	96.75
1921	370 978	12 727 179	13 098 157	97.17
1920	535 367	12 791 841	13 327 208	95.98
1919	548 989	12 357 127	12 906 116	95.75
1918	845 343	11 246 719	12 092 062	93.01
1917	840 704	11 291 105	12 131 809	93.07
1916	617 080	8 958 025	9 575 105	93.56
1915	236 856	5 518 909	5 755 765	95.88
1914	279 577	6 590 217	6 869 794	95.93
1913	329 170	6 165 094	6 494 264	94.93
1912	264 376	5 472 986	5 737 362	95.39

Note (a) # El Paso and Southwestern taken into accounts November 1, 1924 (System main line mileage, 673.09 miles; branch line mileage, 466.81 miles. In Arizona, main line mileage, 392.82 miles; branch line mileage, 144.93 miles). Arizona Eastern taken into accounts November 8, 1924, (main line mileage, 348.34 miles; branch line mileage, 34.32 miles, all in Arizona).

Note (b) Revenue from interstate traffic apportioned to State of Arizona on basis of mileage prorata of distance carried by Southern Pacific Company, which method of apportionment accords with formula prescribed by Arizona Corporation Commission September 23, 1914.

Note (c) Accounts are by fiscal years (July 1 to June 30) until the year 1915; after that by calendar years.

SOURCE: Schedule 710 "Railway Operating Revenues Earned Within the State" or corresponding schedules of Annual Reports to Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 142 (Witness Masson)
Jan. 8, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

**FREIGHT REVENUES AS ALLOCATED TO THE STATE OF ARIZONA IN ACCORDANCE WITH FORMULAE
PRESCRIBED BY ARIZONA CORPORATION COMMISSION, SEPTEMBER 23, 1914,
SEGREGATED BETWEEN SPECIFIED CLASSES OF TRAFFIC**

Calendar Years 1930 to 1939, Inclusive

Year (1)	Revenue from Intrastate Freight Traffic (2)	Percent of Total (3)	Revenue from Freight Traffic Originating Without and Ending Within the State (4)	Percent of Total (5)	Revenue from Freight Traffic Originating Within and Ending Without the State (6)	Percent of Total (7)	Revenue from Freight Traffic Passing Through the State (8)	Percent of Total (9)	Total Freight Revenue Allocated to State of Arizona (10)
1939	\$1 264 811	6.90	\$3 073 097	16.75	\$2 217 904	12.09	\$11 787 910	64.26	\$18 343 722
1938	1 162 879	7.03	2 560 967	15.48	2 020 415	12.21	10 796 796	65.28	16 543 057
1937	1 450 617	7.54	3 563 466	18.53	2 123 175	11.04	12 097 846	62.89	19 235 104
1936	1 181 746	7.06	2 458 179	14.68	2 117 300	12.64	10 986 975	65.62	16 744 200
1935	818 256	5.87	1 883 972	13.50	1 984 142	14.22	9 263 777	66.41	13 950 147
1934	567 675	4.93	1 631 068	14.15	1 157 446	10.04	8 167 568	70.88	11 523 757
1933	305 062	2.97	1 302 617	12.66	1 057 710	10.28	7 622 540	74.09	10 287 929
1932	463 754	3.97	1 700 799	14.54	1 393 580	11.91	8 137 263	69.58	11 695 396
1931	1 071 215	6.88	3 308 367	21.23	1 501 739	9.64	9 698 171	62.25	15 579 492
1930	1 710 830	8.60	5 155 490	25.91	1 999 620	10.05	11 028 610	55.44	19 894 550

SOURCE: Accounting records of the Company. Total agrees with account 101 "Freight" revenue, reported in schedule 710 "Railway Operating Revenues Earned Within the State" of Annual Reports to the Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 143 (Witness Masson)
Jan. 8, 1941

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SOUTHERN PACIFIC COMPANY - Pacific Lines

REVENUE TON MILES OF FREIGHT CARRIED IN STATE OF ARIZONA

Calendar Years 1925 to 1939, Inclusive

Year (1)	INTRASTATE		INTERSTATE		TOTAL	
	Number (2)	Percent (3)	Number (4)	Percent (5)	Number (6)	Percent (7)
1939	127 080 216	7.73	1 517 521 282	92.27	1 644 601 498	100.00
1938	118 947 110	8.08	1 353 569 735	91.92	1 472 516 845	100.00
1937	131 475 053	7.49	1 623 605 330	92.51	1 755 080 383	100.00
1936	103 602 522	6.91	1 394 919 298	93.09	1 498 521 820	100.00
1935	69 665 634	5.71	1 150 488 618	94.29	1 220 154 252	100.00
1934	51 777 625	5.20	944 395 536	94.80	996 173 161	100.00
1933	21 789 322	2.59	820 275 872	97.41	842 065 194	100.00
1932	36 179 346	3.98	872 528 938	96.02	908 708 284	100.00
1931	90 423 137	7.36	1 138 955 599	92.64	1 229 378 736	100.00
1930	117 634 059	10.05	1 321 453 942	89.95	1 469 088 001	100.00
1929	210 154 384	10.98	1 703 360 134	89.02	1 913 514 518	100.00
1928	175 613 789	10.61	1 478 810 507	89.39	1 654 424 296	100.00
1927	161 726 805	10.10	1 439 188 483	89.90	1 600 915 288	100.00
1926	157 303 010	10.09	1 402 252 088	89.91	1 559 555 098	100.00
1925	151 749 782	10.27	1 325 419 296	89.73	1 477 169 078	100.00

Note (a) Interstate ton miles assigned to State on basis of distance carried within or through the State.

Calendar Years 1925 to 1939, Inclusive

Year (1)	INTRASTATE		INTERSTATE		TOTAL	
	Number (2)	Percent (3)	Number (4)	Percent (5)	Number (6)	Percent (7)
1939	127 080 216	7.73	1 517 521 282	92.27	1 644 601 498	100.00
1938	118 947 110	8.08	1 353 569 735	91.92	1 472 516 845	100.00
1937	131 475 053	7.49	1 623 605 330	92.51	1 755 080 383	100.00
1936	103 602 522	6.91	1 394 919 298	93.09	1 498 521 820	100.00
1935	69 665 634	5.71	1 150 488 618	94.29	1 220 154 252	100.00
1934	51 777 625	5.20	944 395 536	94.80	996 173 161	100.00
1933	21 789 322	2.59	820 275 872	97.41	842 065 194	100.00
1932	36 179 346	3.98	872 528 938	96.02	908 708 284	100.00
1931	90 423 137	7.36	1 138 955 599	92.64	1 229 378 736	100.00
1930	147 634 059	10.05	1 321 453 942	89.95	1 469 088 001	100.00
1929	210 154 384	10.98	1 703 360 134	89.02	1 913 514 518	100.00
1928	175 613 789	10.61	1 478 810 507	89.39	1 654 424 296	100.00
1927	161 726 805	10.10	1 439 188 483	89.90	1 600 915 288	100.00
1926	157 303 010	10.09	1 402 252 088	89.91	1 559 555 098	100.00
1925	151 749 782	10.27	1 325 419 296	89.73	1 477 169 078	100.00

Note (a) Interstate ton miles assigned to State on basis of distance carried within or through the State.

SOURCE: Statistical records of the Company. Total agrees with schedule 931 "Statistics of Rail-Line Operations-Within the State" of Annual Reports to the Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 144 (Witness Masson)
Jan. 8, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

ANALYSIS OF INTERSTATE AND INTRASTATE REVENUE FREIGHT TONS
CARRIED ONE MILE IN STATE OF ARIZONA

Calendar Years 1925, 1929, 1938 and 1939

(1)	1925		1929		1938		1939	
	Tons one mile (2)	Percent of total (3)	Tons one mile (4)	Percent of total (5)	Tons one mile (6)	Percent of total (7)	Tons one mile (8)	Percent of total (9)
<u>INTERSTATE</u>								
(a) Freight originating without and terminating within the State	391 790 626	26.52	519 394 147	27.14	199 835 118	13.57	236 409 964	14.37
(b) Freight originating within and terminating without the State	98 042 568	6.64	121 643 557	6.36	141 467 912	9.61	151 491 212	9.21
(c) Freight passing through the State ..	835 586 102	56.57	1 062 322 430	55.52	1 012 266 705	68.74	1 129 620 106	68.69
Total interstate	1 325 419 296	89.73	1 703 360 134	89.02	1 353 569 735	91.92	1 517 521 282	92.27
<u>INTRASTATE</u>								
(d) Freight originating and terminating within the State	151 749 782	10.27	210 154 384	10.98	118 947 110	8.08	127 080 216	7.73
Grand total interstate and intrastate	1 477 169 078	100.00	1 913 514 518	100.00	1 472 516 845	100.00	1 644 601 498	100.00

SOURCE: Statistical records of the Company. Totals agree with schedule 931 "Statistics of Rail-Line Operations - Within the State" of Annual Reports to the Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 145 (Witness Masson)
Jan. 8, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

TONS OF REVENUE FREIGHT CARRIED ONE MILE THROUGH, AND/OR, TO AND FROM
POINTS WITHIN, STATE OF ARIZONA, SEGREGATED BETWEEN TRAFFIC TO AND
FROM MEXICO AND TRAFFIC TO AND FROM ALL OTHER POINTS BEYOND THE STATE

Calendar Year 1939

(1)	Tons One Mile (2)	Percent of Total (3)
A - Traffic to and from points beyond Arizona		
1 - Freight traffic originating or terminating in Mexico passing through State of Arizona to and from points beyond the State	18 876 622	1.24
2 - All other freight traffic passing through State of Arizona to and from points beyond other than Mexico	1 110 743 484	73.20
B - Traffic to and from points in Arizona		
3 - Freight traffic originating or terminating in Mexico terminating or originating within State of Arizona	415 752	.03
4 - All other freight traffic originating or terminating at points beyond State of Arizona terminating or originating within the State	387 485 424	25.53
C - Total interstate freight traffic	1 517 521 282	100.00

SOUTHERN PACIFIC COMPANY - Pacific Lines

PASSENGER REVENUES WITHIN THE STATE OF ARIZONA

Years 1912 to 1939 Inclusive

Year (1)	Intrastate (2)	Interstate (3)	Total (4)	Percent Interstate of Total (5)
1939	\$94 696	\$1 944 988	\$2 039 684	95.36
1938	99 698	1 985 389	2 085 087	95.22
1937	114 003	2 314 741	2 428 744	95.31
1936	100 598	1 985 940	2 086 538	95.18
1935	80 469	1 587 558	1 668 027	95.18
1934	87 837	1 319 823	1 407 660	93.76
1933	67 464	1 230 466	1 297 930	94.80
1932	100 102	1 576 178	1 676 280	94.03
1931	178 720	2 581 567	2 760 287	93.53
1930	235 453	3 407 316	3 642 769	93.54
1929	285 982	3 857 467	4 143 449	93.10
1928	295 758	3 705 727	4 001 485	92.61
1927	309 660	3 839 550	4 149 210	92.54
1926	367 025	3 901 549	4 268 574	91.40
1925	397 393	3 746 504	4 143 897	90.41
1924	290 173	3 662 877	3 953 050	92.66
1923	352 336	3 957 017	4 309 353	91.82
1922	349 258	3 354 752	3 704 010	90.57
1921	479 295	3 734 151	4 213 446	88.62
1920	732 103	4 253 223	4 985 326	85.31
1919	477 331	2 923 017	3 400 348	85.96
1918	402 699	2 736 640	3 139 339	87.17
1917	474 785	2 372 839	2 847 624	83.33
1916	410 979	1 857 115	2 268 094	81.88
1915	298 126	1 448 980	1 747 106	82.94
1914	314 341	1 648 097	1 962 438	83.98
1913	330 711	1 761 036	2 091 747	84.19
1912	290 813	1 706 618	1 997 431	85.44

Note (a) # El Paso and Southwestern taken into the accounts November 1, 1924 (System main line mileage, 673.09 miles; branch line mileage, 466.81 miles. In Arizona, main line mileage, 392.82 miles; branch line mileage, 144.93 miles). Arizona Eastern taken into accounts November 8, 1924, (main line mileage, 348.34 miles; branch line mileage, 34.32 miles, all in Arizona.)

1939	\$94 696	\$1 944 988	\$2 039 684	95.36
1938	99 698	1 985 389	2 085 087	95.22
1937	114 003	2 314 741	2 428 744	95.31
1936	100 598	1 985 940	2 086 538	95.18
1935	80 469	1 587 558	1 668 027	95.18
1934	87 837	1 319 823	1 407 660	93.76
1933	67 464	1 230 466	1 297 930	94.80
1932	100 102	1 576 178	1 676 280	94.03
1931	178 720	2 581 567	2 760 287	93.53
1930	235 453	3 407 316	3 642 769	93.54
1929	285 982	3 857 467	4 143 449	93.10
1928	295 758	3 705 727	4 001 485	92.61
1927	309 660	3 839 550	4 149 210	92.54
1926	367 025	3 901 549	4 268 574	91.40
# 1925	397 393	3 746 504	4 143 897	90.41
1924	290 173	3 662 877	3 953 050	92.66
1923	352 336	3 957 017	4 309 353	91.82
1922	349 258	3 354 752	3 704 010	90.57
1921	479 295	3 734 151	4 213 446	88.62
1920	732 103	4 253 223	4 985 326	85.31
1919	477 331	2 923 017	3 400 348	85.96
1918	402 699	2 736 640	3 139 339	87.17
1917	474 785	2 372 839	2 847 624	83.33
1916	410 979	1 857 115	2 268 094	81.88
1915	298 126	1 448 980	1 747 106	82.94
1914	314 341	1 648 097	1 962 438	83.98
1913	330 711	1 761 036	2 091 747	84.19
1912	290 813	1 706 618	1 997 431	85.44

Note (a) # El Paso and Southwestern taken into the accounts November 1, 1924 (System main line mileage, 673.09 miles; branch line mileage, 466.81 miles. In Arizona, main line mileage, 392.82 miles; branch line mileage, 144.93 miles). Arizona Eastern taken into accounts November 8, 1924, (main line mileage, 348.34 miles; branch line mileage, 34.32 miles, all in Arizona.)

Note (b) Revenue from interstate traffic apportioned to State of Arizona on basis of mileage prorata of distance carried by Southern Pacific Company, which method of apportionment accords with formula prescribed by Arizona Corporation Commission September 23, 1914.

Note (c) Accounts are by fiscal years (July 1 to June 30) until the year 1915; after that by calendar years.

SOURCE: Schedule 710 "Railway Operating Revenues Earned Within the State" or corresponding schedules of Annual Reports to Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 147 (Witness Masson)
Jan. 8, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

REVENUE PASSENGERS CARRIED ONE MILE IN THE STATE OF ARIZONA

Years 1925 to 1939 Inclusive

Year (1)	INTRASTATE		INTERSTATE		TOTAL	
	Number (2)	Percent (3)	Number (4)	Percent (5)	Number (6)	Percent (7)
1939	5 516 913	4.59	114 591 060	95.41	120 107 973	100.00
1938	5 659 182	4.66	115 844 927	95.34	121 504 109	100.00
1937	6 414 225	4.25	144 654 127	95.75	151 068 352	100.00
1936	5 778 145	4.52	122 152 212	95.48	127 930 357	100.00
1935	4 651 407	4.63	95 907 170	95.37	100 558 577	100.00
1934	4 787 681	5.92	76 046 972	94.08	80 834 653	100.00
1933	3 524 491	5.55	60 034 527	94.45	63 559 018	100.00
1932	4 253 525	5.65	70 977 912	94.35	75 231 437	100.00
1931	7 072 085	6.21	106 847 706	93.79	113 919 791	100.00
1930	7 163 024	5.57	121 497 714	94.43	128 660 738	100.00
1929	8 692 351	6.21	131 235 787	93.79	139 928 138	100.00
1928	8 366 021	6.37	122 891 201	93.63	131 257 222	100.00
1927	8 807 568	6.60	124 642 368	93.40	133 449 936	100.00
1926	9 505 172	7.05	125 248 253	92.95	134 753 425	100.00
1925	10 006 254	7.53	122 855 320	92.47	132 861 574	100.00

Note (a) Interstate passengers carried one mile assigned to state on basis of distance carried within or through the state.

SOURCE: Records of the Company. Total agrees with Schedule 931, "Statis-

Year (1)	Number (2)	Percent (3)	Number (4)	Percent (5)	Number (6)	Percent (7)
1939	5 516 913	4.59	114 591 060	95.41	120 107 973	100.00
1938	5 659 182	4.66	115 844 927	95.34	121 504 109	100.00
1937	6 414 225	4.25	144 654 127	95.75	151 068 352	100.00
1936	5 778 145	4.52	122 152 212	95.48	127 930 357	100.00
1935	4 651 407	4.63	95 907 170	95.37	100 558 577	100.00
1934	4 787 681	5.92	76 046 972	94.08	80 834 653	100.00
1933	3 524 491	5.55	60 034 527	94.45	63 559 018	100.00
1932	4 253 525	5.65	70 977 912	94.35	75 231 437	100.00
1931	7 072 085	6.21	106 847 706	93.79	113 919 791	100.00
1930	7 163 024	5.57	121 497 714	94.43	128 660 738	100.00
1929	8 692 351	6.21	131 235 787	93.79	139 928 138	100.00
1928	8 366 021	6.37	122 891 201	93.63	131 257 222	100.00
1927	8 807 568	6.60	124 642 368	93.40	133 449 936	100.00
1926	9 505 172	7.05	125 248 253	92.95	134 753 425	100.00
1925	10 006 254	7.53	122 855 320	92.47	132 861 574	100.00

Note (a) Interstate passengers carried one mile assigned to state on basis of distance carried within or through the state.

SOURCE: Records of the Company. Total agrees with Schedule 931, "Statistics of Rail-line Operations - Within the State" of Annual Reports to the Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 148 (Witness Masson)
Jan. 8, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

ANALYSIS OF INTERSTATE AND INTRASTATE REVENUE PASSENGERS
CARRIED ONE MILE IN STATE OF ARIZONA

Calendar Years 1925, 1929, 1938, and 1939

INTERSTATE (1)	1925 (2)	Percent of Total (3)	1929 (4)	Percent of Total (5)	1938 (6)	Percent of Total (7)	1939 (8)	Percent of Total (9)
(a) Passengers originating without and termin- ating within the State	14 141 178	10.64	16 892 258	12.07	13 696 935	11.27	13 104 302	10.91
(b) Passengers originating within and terminating without the State	16 001 272	12.04	19 222 112	13.74	12 016 130	9.89	11 709 338	9.75
(c) Passengers passing through the State	92 712 870	69.79	95 121 417	67.98	90 131 862	74.18	89 777 420	74.75
TOTAL	122 855 320	92.47	131 235 787	93.79	115 844 927	95.34	114 591 060	95.41
<u>INTRASTATE</u>								
(d) Passengers originating and terminating within the State	10 006 254	7.53	8 692 351	6.21	5 659 182	4.66	5 516 913	4.59
GRAND TOTAL	132 861 574	100.00	139 928 138	100.00	121 504 109	100.00	120 107 973	100.00

SOURCE: Accounting records of the Company. Grand total agrees with schedule 931 "Statistics of Rail-Line Operations - Within the State" of Annual Reports to the Corporation Commission of the State of Arizona.

Defendant's ~~Ex~~x Exhibit No. 149 (Witness Masson)
Jan. 8, 1941

(ARIZONA)

SOUTHERN PACIFIC COMPANY - Pacific Lines

STATISTICS OF RAIL-LINE OPERATIONS WITHIN THE STATE OF ARIZONA
(Main Line and Branches, Excluding Mixed Service)

Years 1910 to 1939 Inclusive

FREIGHT TRAINS

Year (1)	Train Miles (2)	Car Miles (Excluding Caboose) (3)	Average Cars per Train (4)
1939	2 557 651	140 207 889	54.82
1938	2 300 584	127 687 953	55.50
1937	2 775 692	145 352 443	52.37
1936	2 452 310	129 961 927	53.00
1935	2 055 636	116 223 257	56.54
1934	1 755 019	100 265 968	57.13
1933	1 563 224	89 291 778	57.12
1932	1 722 567	97 764 545	56.76
1931	2 078 051	116 508 088	56.07
1930	2 438 091	137 487 849	56.39
1929	2 934 623	155 665 984	53.04
1928	2 705 144	140 778 450	52.04
1927	2 652 639	136 447 598	51.44
1926	2 554 435	133 589 694	52.30
1925	2 305 369	120 951 604	52.47
1924	1 750 830	96 409 559	55.07
1923	1 621 570	89 876 957	55.43
1922	1 274 932	71 134 149	55.79
1921	1 313 205	70 945 458	54.02
1920	1 506 195	68 457 102	45.45
1919	1 649 762	75 275 107	45.63
1918	1 812 457	76 615 230	42.27
1917	2 170 645	88 610 088	40.82
1916	1 646 508	70 775 450	4.99
1915	942 053	46 909 827	49.80
1914	1 203 056	55 835 421	46.41
1913	1 141 006	50 578 980	44.33
1912	972 931	47 083 056	48.39
1911	906 488	45 088 268	49.74
1910	880 147		

Year (1)	Train Miles (2)	Car Miles (Excluding Caboose) (3)	Average Cars per Train (4)
1939	2 557 651	140 207 889	54.82
1938	2 300 584	127 687 953	55.50
1937	2 775 692	145 352 443	52.37
1936	2 452 310	129 961 927	53.00
1935	2 055 636	116 223 257	56.54
1934	1 755 019	100 265 968	57.13
1933	1 563 224	89 291 778	57.12
1932	1 722 567	97 764 545	56.76
1931	2 078 051	116 508 088	56.07
1930	2 438 091	137 487 849	56.39
1929	2 934 623	155 665 984	53.04
1928	2 705 144	140 778 450	52.04
1927	2 652 639	136 447 598	51.44
1926	2 554 435	133 589 694	52.30
1925	2 305 369	120 951 604	52.47
1924	1 750 830	96 409 559	55.07
1923	1 621 570	89 876 957	55.43
1922	1 274 932	71 134 149	55.79
1921	1 313 205	70 945 458	54.02
1920	1 506 195	68 457 102	45.45
1919	1 649 762	75 275 107	45.63
1918	1 812 457	76 615 230	42.27
1917	2 170 645	88 610 088	40.82
1916	1 646 508	70 775 450	42.99
1915	942 053	46 909 827	49.80
1914	1 203 056	55 835 421	46.41
1913	1 141 006	50 578 980	44.33
1912	972 931	47 083 056	48.39
1911	906 488	45 088 268	49.74
1910	988 461	47 012 235	47.56

Note (a) Accounts are by fiscal years (July 1 to June 30) until the year 1915; after that by calendar years.

Note (b) # El Paso and Southwestern and Arizona Eastern were taken over for operation by S.P.Co. on Nov. 1 and Nov. 8, 1924, respectively, and operations are included in above figures from those dates.

SOURCE: Schedule 931 "Statistics of Rail-Line Operations-Within the State," or corresponding schedules, of Annual Reports to the Corporation Commission of the State of Arizona.

Defendant s Exhibit No. 150 (Witness Masson)
Jan. 8, 1941

RIZONA

(NEVADA)

DEFTS. EX. NO

(WITNESS

SOUTHERN PACIFIC COMPANY - Pacific Lines

STATISTICS OF RAIL-LINE OPERATIONS-WITHIN THE STATE OF NEVADA
(Main Line and Branches, Excluding Mixed Service)

Years 1910 to 1939 Inclusive

FREIGHT TRAINS

Year (1)	Train Miles (2)	Car Miles (Excluding Caboose) (3)	Average Cars per Train (4)
1939	1 813 925	142 327 056	78.46
1938	1 646 649	129 709 470	78.77
1937	2 007 305	149 400 978	74.43
1936	1 929 183	142 818 837	74.03
1935	1 466 885	120 280 978	82.00
1934	1 374 001	119 079 421	86.67
1933	1 237 393	102 338 096	82.70
1932	1 334 358	108 161 667	81.06
1931	1 497 251	120 299 426	80.35
1930	1 864 976	143 939 779	77.18
1929	2 123 781	146 350 208	68.91
1928	2 223 599	152 394 383	68.54
1927	1 959 584	135 534 789	69.17
1926	1 898 656	125 524 044	66.11
1925	2 080 001	122 919 215	59.10
1924	1 897 095	103 134 216	54.36
1923	2 201 378	109 235 378	49.62
1922	1 745 294	85 384 163	48.92
1921	1 779 334	88 379 549	49.67
1920	2 236 332	96 443 543	43.13
1919	1 881 638	83 344 069	44.29
1918	1 963 540	82 705 178	42.12
1917	2 126 197	87 328 222	41.07
1916	1 935 643	79 931 080	41.29
1915	1 280 677	55 470 815	43.31
1914	1 245 621	51 639 424	41.46
1913	1 366 296	56 360 400	41.25
1912	1 269 065	51 498 251	40.58
1911	1 157 283	51 057 521	44.12
1910	1 344 094	59 460 520	44.24

FREIGHT TRAINS

Year (1)	Train Miles (2)	Car Miles (Excluding Caboose) (3)	Average Cars per Train (4)
1939	1 813 925	142 327 056	78.46
1938	1 646 649	129 709 470	78.77
1937	2 007 305	149 400 978	74.43
1936	1 929 183	142 818 837	74.03
1935	1 466 885	120 280 978	82.00
1934	1 374 001	119 079 421	86.67
1933	1 237 393	102 338 096	82.70
1932	1 334 358	108 161 667	81.06
1931	1 497 251	120 299 426	80.35
1930	1 864 976	143 939 779	77.18
1929	2 123 781	146 350 208	68.91
1928	2 223 599	152 394 383	68.54
1927	1 959 584	135 534 789	69.17
1926	1 898 656	125 524 044	66.11
1925	2 080 001	122 919 215	59.10
1924	1 897 095	103 134 216	54.36
1923	2 201 378	109 235 378	49.62
1922	1 745 294	85 384 163	48.92
1921	1 779 334	88 379 549	49.67
1920	2 236 332	96 443 543	43.13
1919	1 881 638	83 344 069	44.29
1918	1 963 540	82 705 178	42.12
1917	2 126 197	87 328 222	41.07
1916	1 935 643	79 931 080	41.29
1915	1 280 677	55 470 815	43.31
1914	1 245 621	51 639 424	41.46
1913	1 366 296	56 360 400	41.25
1912	1 269 065	51 498 251	40.58
1911	1 157 283	51 057 521	44.12
1910	1 344 094	59 460 520	44.24

Note: Accounts are by fiscal years, (July 1 to June 30) until the year 1915; after that by calendar years.

SOURCE: Schedule 931 "Statistics of Rail-Line Operations - Within the State," or corresponding schedules, of annual reports to the Public Service Commission of the State of Nevada.

SOUTHERN PACIFIC COMPANY - Pacific Lines

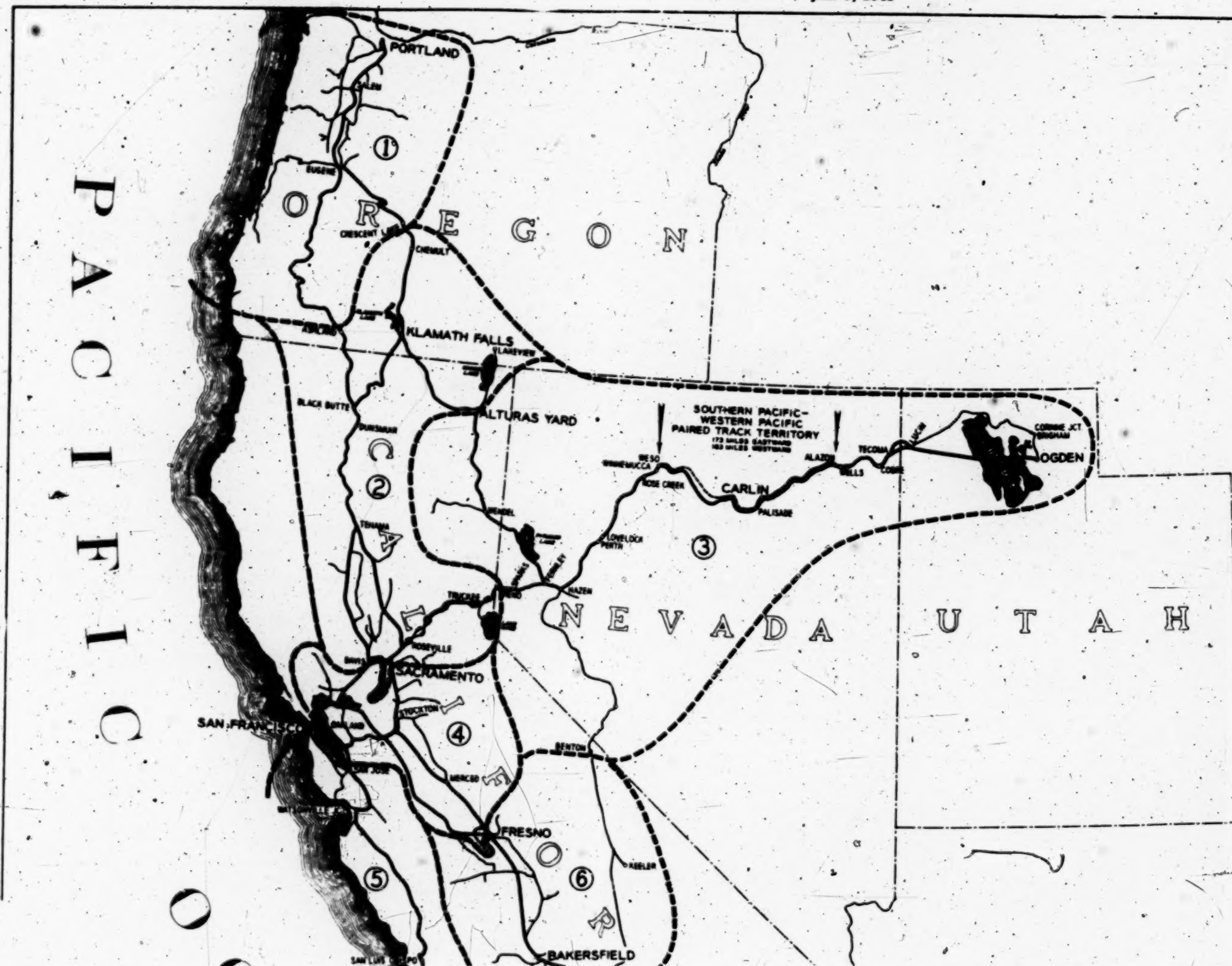
FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC

Calendar Years 1922 to 1939, Inclusive

Year (1)	Revenue ton miles (In freight and mixed trains) (2)	Freight operating expenses (3)	Freight transportation expenses (4)	Averages Per 1,000 Revenue Ton-Miles	
				Freight operating expenses (5)	Freight transportation expenses (6)
1939	11 853 110 963	\$83 589 167	\$45 261 151	\$7.05	\$3.82
1938	10 408 603 754	79 542 999	43 366 424	7.64	4.17
1937	12 370 345 376	89 128 717	50 699 879	7.21	4.10
1936	11 258 900 898	75 661 220	41 877 105	6.72	3.72
1935	8 458 433 079	60 625 182	32 966 633	7.17	3.90
1934	7 632 038 126	54 010 818	28 040 514	7.08	3.67
1933	6 137 639 518	47 638 131	24 239 727	7.76	3.95
1932	6 159 540 049	52 072 529	26 761 104	8.45	4.34
1931	8 035 935 667	68 991 042	35 554 421	8.59	4.42
1930	10 051 100 584	88 228 861	44 185 306	8.78	4.40
1929	12 098 051 653	103 995 607	52 042 071	8.60	4.30
1928	11 679 441 111	101 300 502	51 437 710	8.67	4.40
1927	11 133 712 019	99 208 484	49 635 048	8.91	4.46
1926	10 971 917 871	96 665 177	47 987 769	8.81	4.37
1925	10 569 416 545	98 948 735	51 760 446	9.36	4.90
1924	9 156 815 341	89 027 810	45 279 056	9.72	4.94
1923	9 176 701 177	90 638 996	44 918 140	9.88	4.89
1922	7 513 884 076	83 414 940	41 116 428	11.10	5.47
Total 1936 - 1939	45 890 960 991	327 922 103	181 204 559	7.15	3.95
Total 1922 - 1925	36 416 817 139	362 030 481	183 074 070	9.94	5.03
Percent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				28.1	21.5

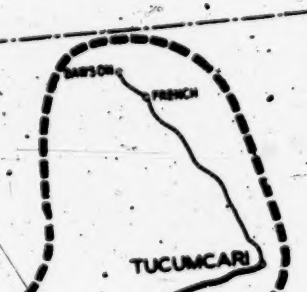
SOURCE: Revenue ton-miles - Schedule 531 "Statistics of Rail-Line Operations" of Annual Reports to Interstate Commerce Commission.
Freight operating and transportation expenses - Accounting records of the Company to and including year 1935; thereafter
schedule 320 "Railway Operating Expenses" of Annual Reports to Interstate Commerce Commission.

Defendant's Exhibit No. 154 (Witness Kirkbride)
Jan. 9, 1941



- OPERATING DIV
- 1 PORTLAND
 - 2 SACRAMENT
 - 3 SALT LAKE
 - 4 WESTERN
 - 5 COAST
 - 6 SAN JOAQU
 - 7 LOS ANGEL
 - 8 TUCSON
 - 9 RIO GRAND

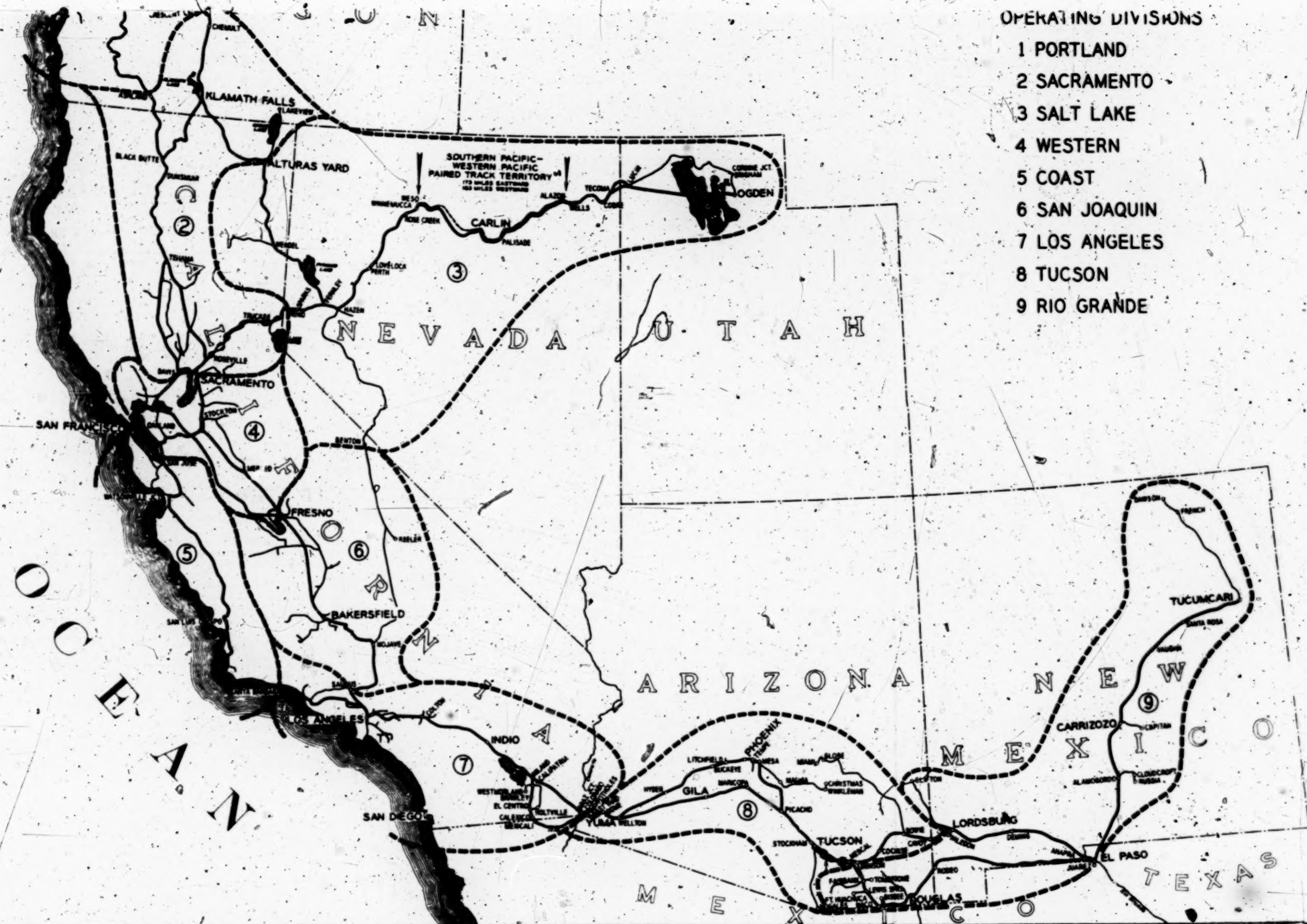
- OPERATING DIVISIONS
- 1 PORTLAND
 - 2 SACRAMENTO
 - 3 SALT LAKE
 - 4 WESTERN
 - 5 COAST
 - 6 SAN JOAQUIN
 - 7 LOS ANGELES
 - 8 TUCSON
 - 9 RIO GRANDE



PACIFIC OCEAN

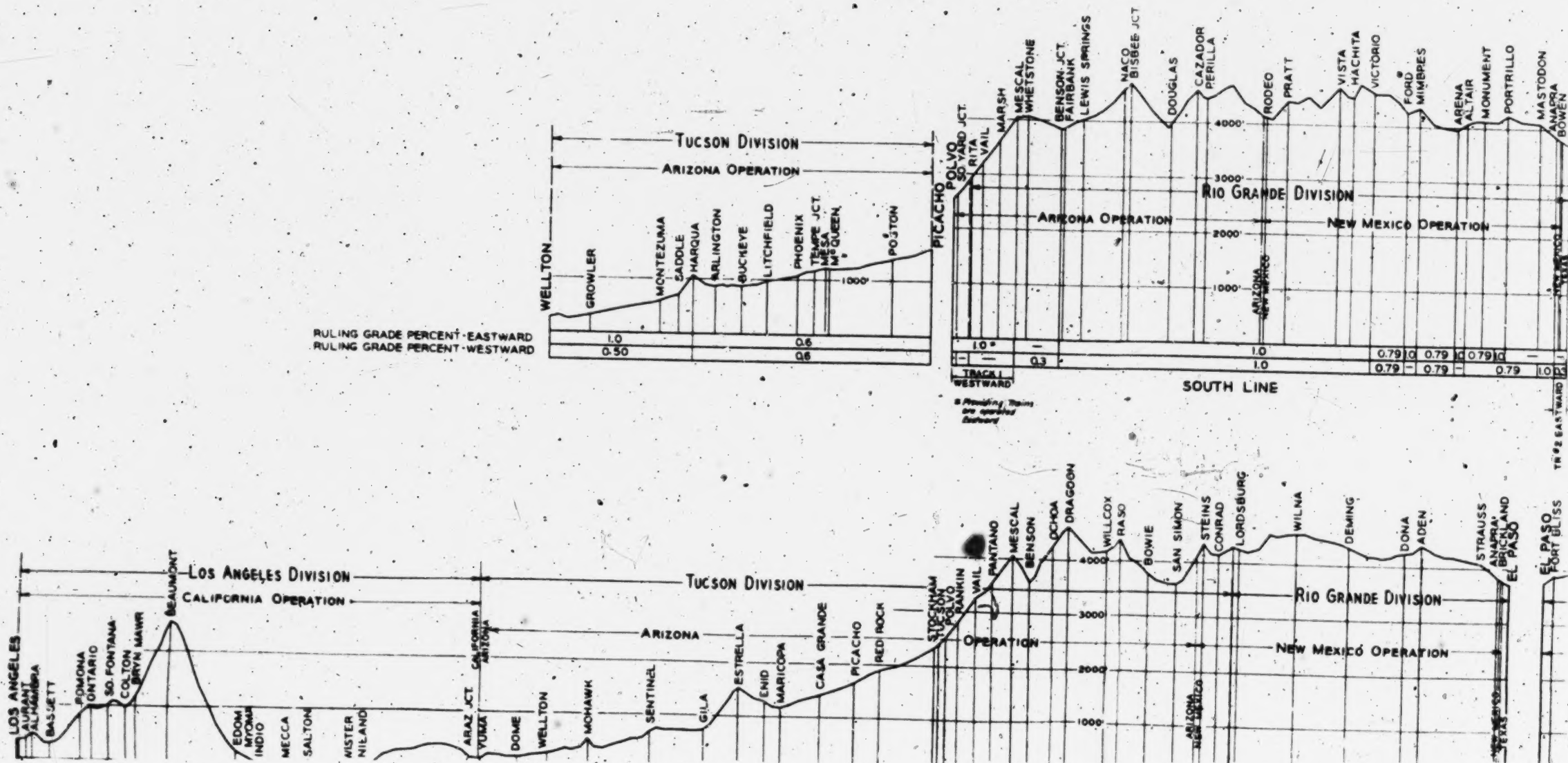
OPERATING DIVISIONS

- 1 PORTLAND
- 2 SACRAMENTO
- 3 SALT LAKE
- 4 WESTERN
- 5 COAST
- 6 SAN JOAQUIN
- 7 LOS ANGELES
- 8 TUCSON
- 9 RIO GRANDE



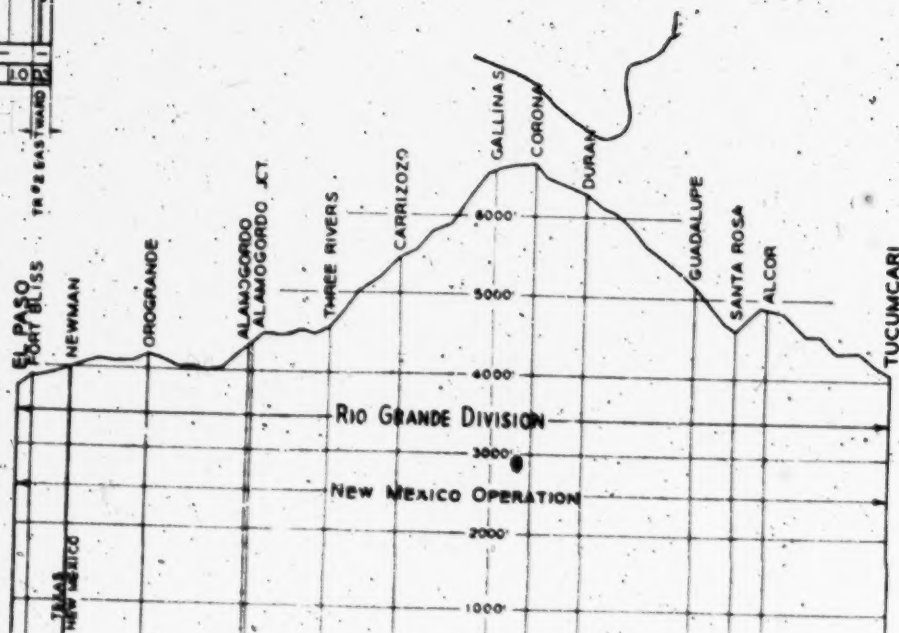
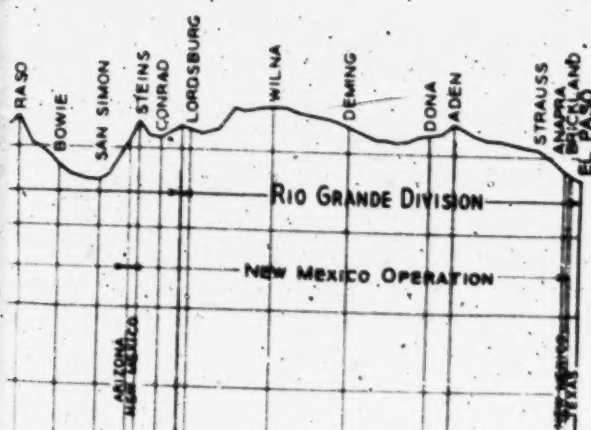
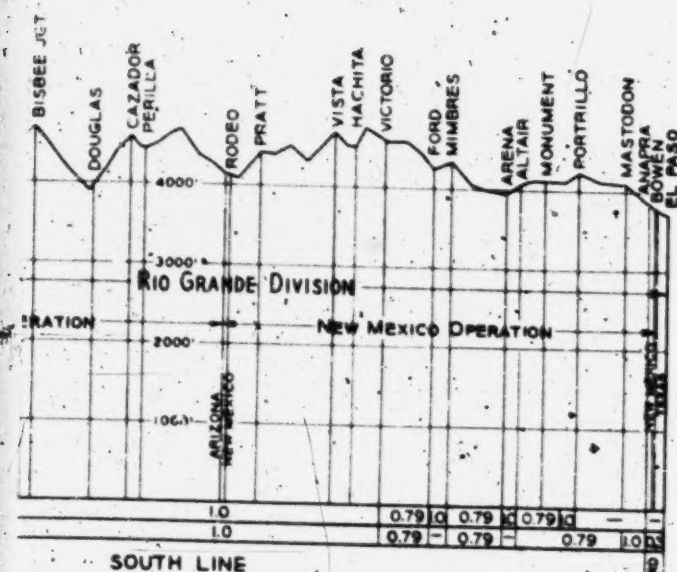
Defendant's Exhibit No. 155 (Witness Kirkbride)
Jan. 9, 1941

CONDENSED

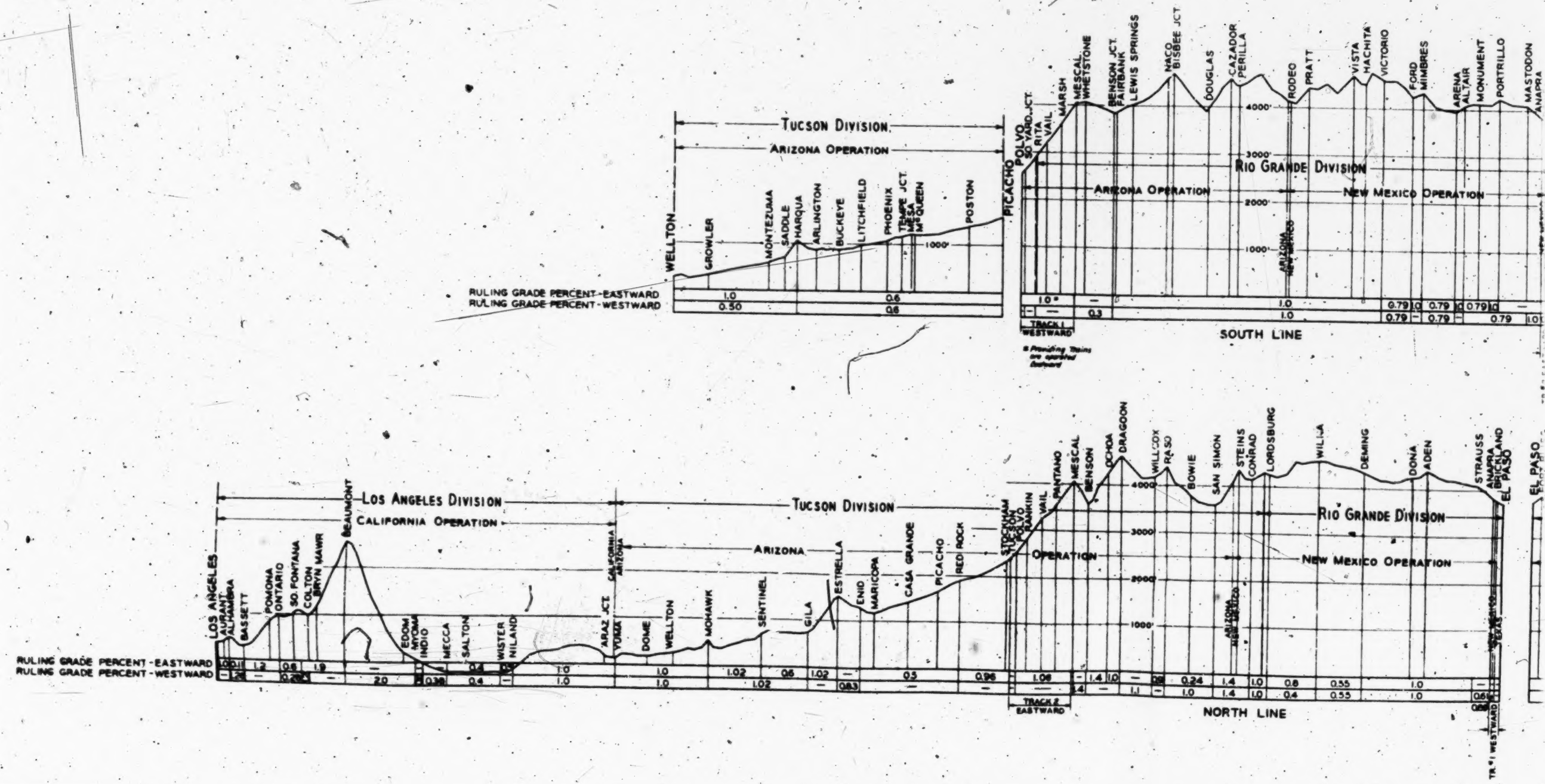
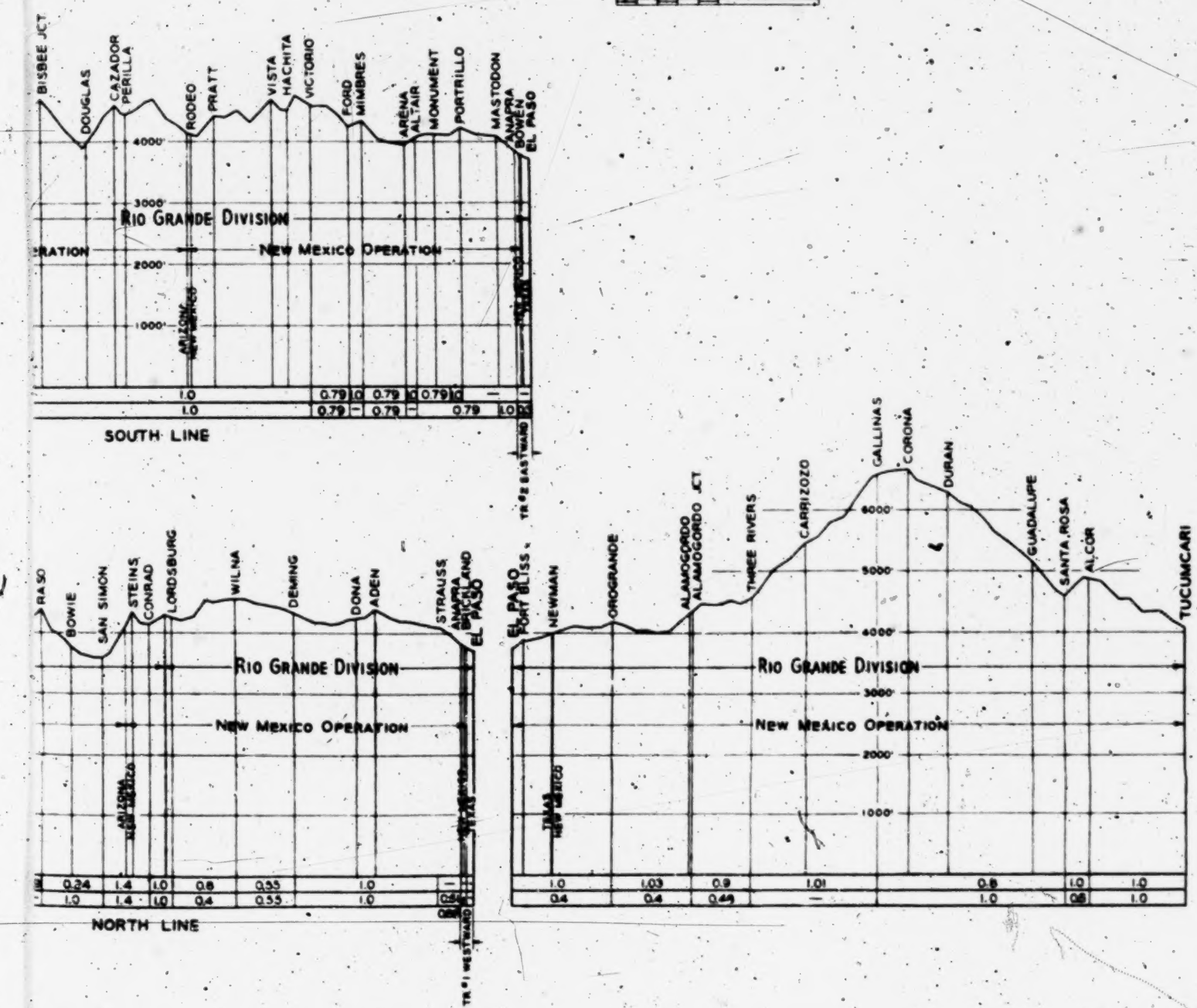
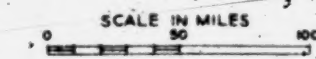


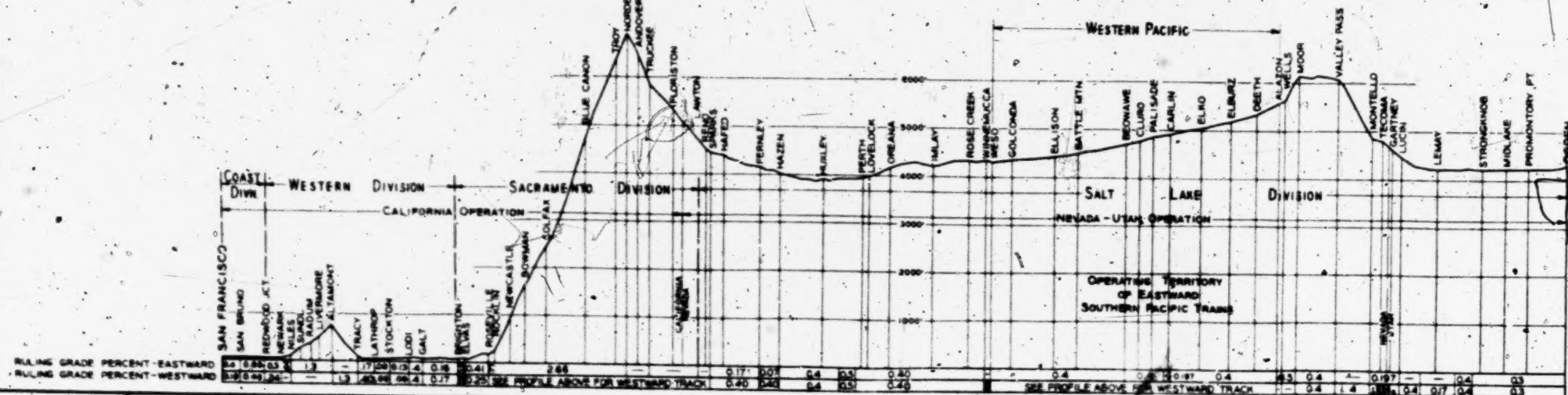
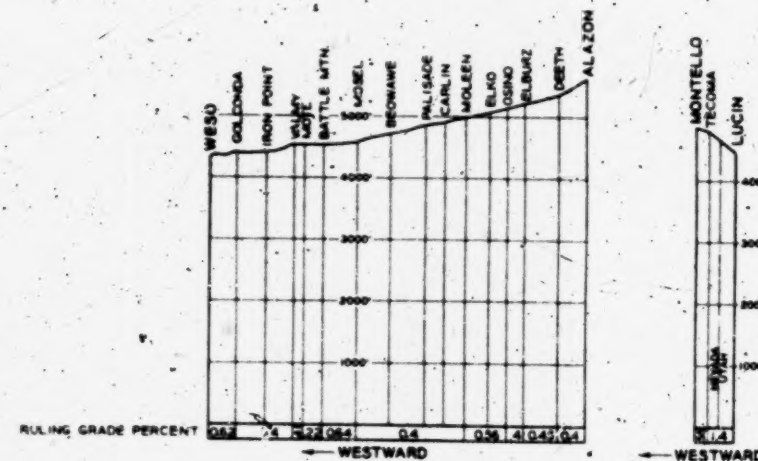
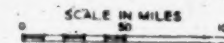
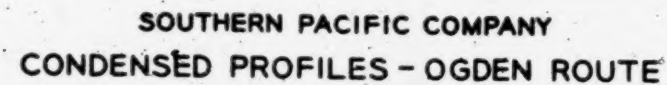
SOUTHERN PACIFIC COMPANY CONDENSED PROFILES - EL PASO ROUTE

SCALE IN MILES
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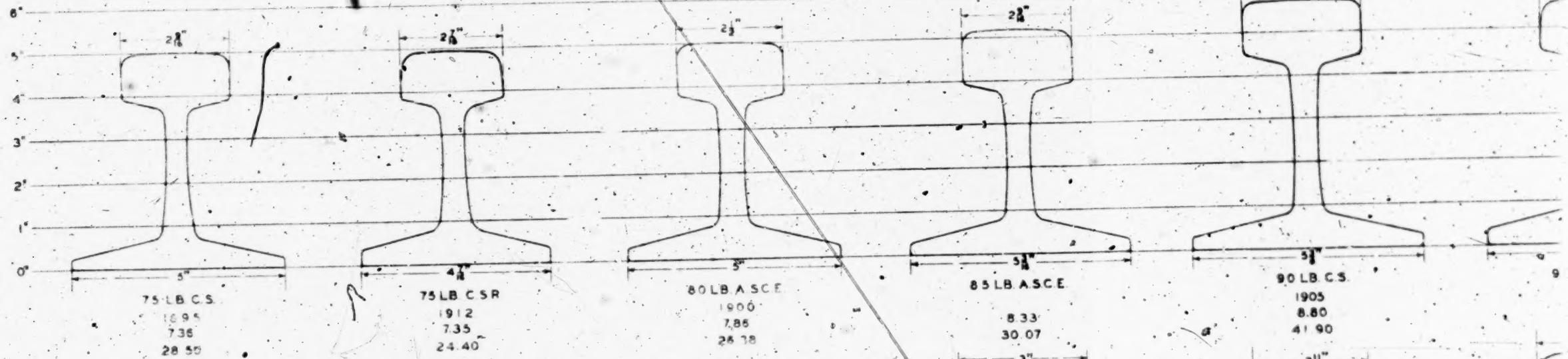
SOUTHERN PACIFIC COMPANY
CONDENSED PROFILES - EL PASO ROUTE



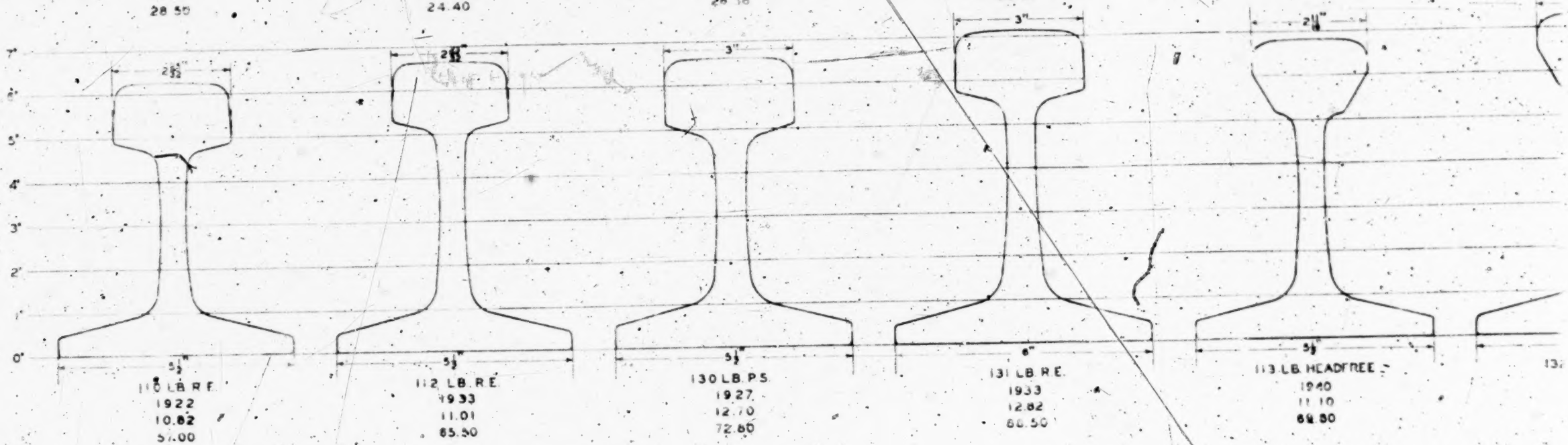


Defendant's Exhibit No. 157 (Witness Kirkbride)
Jan. 9, 1941

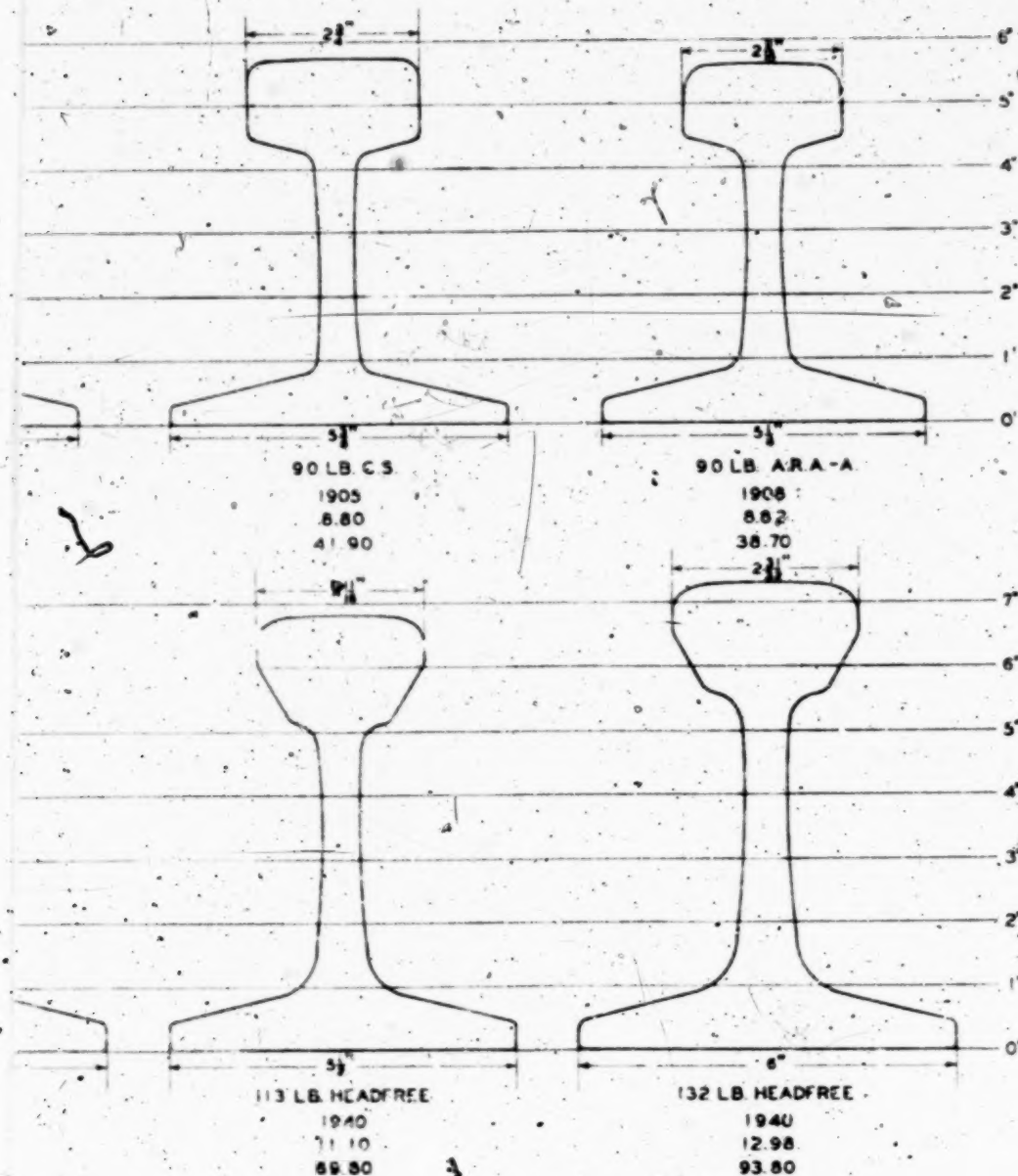
WEIGHT AND SECTION
YEAR ADOPTED
AREA, SQ IN.
MOMENT OF INERTIA



WEIGHT AND SECTION
YEAR ADOPTED
AREA, SQ IN.
MOMENT OF INERTIA



kbride)



SOUTHERN PACIFIC COMPANY
DEVELOPMENT
OF
RAIL SECTIONS

SCALE IN INCHES
0 1 2

SUPERIOR COURT, PIMA CO, ARIZONA
STATE v. S. P. CO. No 20087
DEFTS. EX. No WITNESS

JAN 9 1941

SOUTHERN PACIFIC COMPANY
DEVELOPMENT
OF
ROADBED

SCALE IN FEET
0 10 20 30 40 50 60 70 80 90 100

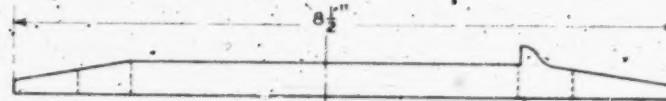
ARID REGIONS
NOVEMBER 1895

GRAVEL
OCTOBER 1895

BROKEN ROCK
NOVEMBER 1895

BROKEN ROCK
JULY 1905

BROKEN ROCK AND SLAG
JULY 1930

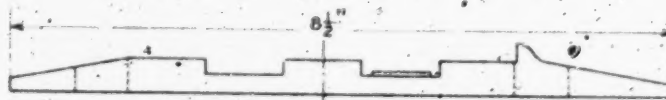


FOR 80LB ASCE RAIL
DECEMBER 1904

SOUTHERN PACIFIC COMPANY
DEVELOPMENT
OF
TIE PLATES

SCALE IN INCHES
0 1 2 3

68.0 SQUARE INCHES



FOR 75LB C.S. RAIL AND 80LB ASCE RAIL
APRIL 1905

70.0 SQUARE INCHES



FOR 90LB ARA-SERIES A RAIL
JUNE 1909

92.44 SQUARE INCHES



FOR 110LB R.E., 112LB R.E. & 130LB P.S. RAIL
FEBRUARY 1940

96.69 SQUARE INCHES



FOR 131LB R.E. RAIL
FEBRUARY 1940

Defendant's Exhibit No. 160 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

**FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC
STATE OF ARIZONA**

Calendar Years 1922 to 1939, Inclusive

Year (1)	Revenue ton miles (In freight and mixed trains) (2)	Freight operating expenses (3)	Freight transportation expenses (4)	Averages Per 1,000 Revenue Ton-Miles	
				Freight operating expenses (5)	Freight transportation expenses (6)
1939	1 644 505 311	\$10 057 792	\$4 857 224	\$6.12	\$2.95
1938	1 472 452 229	9 177 862	4 662 542	6.23	3.17
1937	1 754 996 923	10 255 938	5 313 529	5.84	3.03
1936	1 498 153 598	8 518 450	4 257 310	5.69	2.84
1935	1 220 154 252	7 054 875	3 339 898	5.78	2.74
1934	996 173 161	6 084 279	2 822 130	6.11	2.83
1933	842 065 194	5 637 707	2 484 325	6.70	2.95
1932	908 708 284	6 600 875	3 088 357	7.26	3.40
1931	1 229 378 736	8 940 554	4 101 752	7.27	3.34
1930	1 469 083 001	10 172 962	4 569 533	6.92	3.11
1929	1 913 514 518	12 318 389	5 658 008	6.44	2.96
1928	1 654 424 296	11 662 989	5 251 933	7.05	3.17
1927	1 600 915 288	11 679 959	5 112 663	7.30	3.19
1926	1 559 555 098	11 790 975	4 990 685	7.56	3.20
1925	1 477 169 078	11 203 423	5 251 315	7.58	3.55
1924	1 146 609 847	8 025 217	3 507 746	7.00	3.06
1923	1 015 973 318	7 118 935	2 971 740	7.01	2.93
1922	831 758 490	6 852 595	2 682 895	8.24	3.23
Total 1936-1939	6 370 108 061	38 010 042	19 090 605	5.97	3.00
Total 1922-1925	4 471 510 733	33 200 170	14 413 696	7.42	3.22
Per cent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				19.5	6.8

SOURCE: Schedule 931 and 720 or corresponding schedules of Annual Reports to Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 161 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC
STATE OF NEVADA

Calendar Years 1922 to 1939, Inclusive

Year (1)	Revenue ton miles (in freight and mixed trains) (2)	Freight operating expenses (3)	Freight transportation expenses (4)	Averages Per 1,000 Revenue Ton-Miles	
				Freight operating expenses (5)	Freight transportation expenses (6)
1939	1 893 645 006	\$8 266 967	\$4 476 327	\$4.37	\$2.36
1938	1 612 484 285	7 222 505	3 937 673	4.48	2.44
1937	1 684 781 340	8 217 668	4 674 530	4.36	2.48
1936	1 767 651 942	6 915 433	3 827 566	3.91	2.17
1935	1 414 220 333	5 747 267	3 125 236	4.06	2.21
1934	1 306 841 605	5 255 253	2 728 342	4.02	2.09
1933	1 123 565 456	4 521 006	2 300 350	4.02	2.05
1932	1 101 109 394	4 847 952	2 491 459	4.40	2.26
1931	1 354 780 129	6 340 277	3 267 451	4.68	2.41
1930	1 692 596 340	8 751 503	4 382 382	5.17	2.59
1929	1 863 369 519	10 069 896	5 040 335	5.40	2.70
1928	1 888 457 440	9 716 137	4 924 323	5.15	2.62
1927	1 704 132 295	8 802 544	4 395 465	5.17	2.58
1926	1 627 890 313	8 402 694	4 162 891	5.10	2.53
1925	1 624 558 217	8 996 100	4 697 247	5.54	2.89
1924	1 435 505 619	8 686 900	4 408 272	6.05	3.07
1923	1 459 812 538	9 269 467	4 583 080	6.35	3.14
1922	1 192 056 352	8 371 489	4 115 836	7.02	3.45
Total 1936-1939	7 158 562 573	430 622 573	16 916 096	4.28	2.36
Total 1922-1925	5 711 932 726	35 323 956	17 804 435	6.18	3.12
Percent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				30.7	24.4

SOURCE: Schedule 931 and 720 or corresponding schedules of Annual Reports to Public Service Commission of the State of Nevada.

Defendant's Exhibit No. 162 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

FREIGHT SERVICE OPERATING AVERAGES

Calendar Years 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 and 1939

Item	1922	1924	1926	1928	1930	1932	1934	1936	1938	1939	Percent Increase 1939 over 1922	Percent Increase 1939 over 1930
1. Miles of road operated in freight service	6 982	7 233	3 589	8 712	8 971	8 909	8 632	8 606	8 572	8 559	-	-
2. Freight train miles	13 113 601	15 264 876	18 337 924	19 454 353	16 873 073	12 350 930	13 082 480	17 370 115	16 006 251	17 193 709	-	-
3. Freight cars per freight train	43.4	46.6	48.7	50.1	52.5	49.5	52.7	51.3	53.0	54.6	25.8	4.0
4. Net tons per freight train	663	706	693	687	683	559	650	701	709	751	13.3	10.0
5. Average tractive power per locomotive (lbs.)	38 431	39 972	41 931	43 197	45 711	47 393	48 819	49 776	51 435	53 897	40.2	17.9
6. Average capacity per freight carrying car (tons)	46.2	46.8	47.2	47.4	47.5	47.5	47.4	47.7	48.0	47.6	3.0	.2
7. Freight train speed (m.p.h.)	10.9	11.1	12.0	12.8	13.9	13.7	16.0	16.0	16.5	16.7	53.2	20.1
8. Gross ton-miles per freight train-hour (excluding locomotives and tenders)	17 688	19 534	22 125	24 137	27 507	28 540	31 670	32 511	34 352	36 364	105.6	32.2
9. Net ton-miles per freight train-hour	7 258	7 822	8 334	8 784	9 501	8 755	10 375	11 129	11 589	12 490	74.1	31.5
10. Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel	11 405	12 950	13 756	14 571	15 160	15 395	16 295	16 263	16 672	17 318	51.8	14.2

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-A, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort - total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars - total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles - train hours as reported on Form OS-A to Interstate Commerce Commission.

Item 10 - Gross ton miles (cars, contents and cabooses) - equated net tons of fuel consumed as reported to Interstate Commerce Commission in years 1922 to 1934, inclusive, on Form OS-A and as reported in years 1936, 1938 and 1939 on Forms OS-A and OS-E.

Defendant's Exhibit No. 163 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

FREIGHT SERVICE OPERATING AVERAGES - TUCSON DIVISION

Calendar Years 1930, 1932, 1934, 1936, 1938 and 1939

Item (b)	1930 (c)	1932 (d)	1934 (e)	1936 (f)	1938 (g)	1939 (h)	Percent of Increase 1939 over 1930 (i)
1 Miles of line operated in freight service	977.35	977.34	959.73	955.73	955.73	955.73	-
2 Freight train miles	2 123 339	1 564 526	1 680 188	2 352 277	2 195 445	2 457 097	-
3 Freight cars per freight train	58.0	58.1	58.6	54.6	58.0	56.7	Dec. 2.2
4 Net tons per freight train	637	560	634	669	712	702	10.2
5 Average tractive power per locomotive (lbs.) .	50 671	49 660	50 564	52 535	55 690	56 568	11.6
6 Average capacity per freight carrying car (tons)	47.5	47.5	47.4	47.7	48.0	47.6	0.2
7 Freight train speed (m.p.h.)	16.6	17.1	19.2	18.3	18.8	20.2	21.7
8 Gross ton-miles per freight train-hour	35 087	35 730	41 499	39 026	42 801	45 026	28.3
9 Net ton-miles per freight train-hour	10 550	9 556	12 207	12 227	13 358	14 112	33.8
10 Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel	17 081	17 476	18 321	17 997	18 265	18 590	8.8

SOURCE: Items 1, 2, 3, 4, 7, 8, 9, 10 - As stated, or computed from basic data shown, on Form 521; being a report of "Operating Statistics" issued monthly and annually by the Accounting Department of the Company in ordinary course of business.

Item 5 - Total tractive effort + total steam locomotives assigned for service on division at close of each year.

Item 6 - Aggregate capacity of all freight carrying cars + total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Defendant's Exhibit No. 164 (Witness Maasson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

FREIGHT SERVICE OPERATING AVERAGES - SALT LAKE DIVISION

Calendar Years 1930, 1932, 1934, 1936, 1938 and 1939

Item (b)	1930 (c)	1932 (d)	1934 (e)	1936 (f)	1938 (g)	1939 (h)	Percent of Increase 1939 over 1930 (i)
1 Miles of line operated in freight service	1 261.83	1 257.34	1 238.37	1 230.17	1 091.09	1 078.32	-
2 Freight train miles	2 560 519	1 864 231	1 897 770	2 467 794	2 081 677	2 288 572	-
3 Freight cars per freight train	72.0	73.4	79.7	72.9	71.2	79.8	10.8
4 Net tons per freight train	938	790	920	977	1 031	1 104	17.7
5 Average tractive power per locomotive (lbs.) ..	46 062	49 564	53 603	55 162	60 650	62 425	35.5
6 Average capacity per freight carrying car (tons)	47.5	47.5	47.4	47.7	48.0	47.6	0.2
7 Freight train speed (m.p.h.)	17.5	19.2	20.4	21.3	21.1	21.2	21.1
8 Gross ton-miles per freight train-hour	48 559	51 780	60 563	62 185	65 710	68 873	41.8
9 Net ton-miles per freight train-hour	16 418	15 158	18 755	20 735	21 697	23 351	42.2
10 Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel	23 898	23 535	25 154	25 214	26 514	27 566	15.3

SOURCE: Items 1, 2, 3, 4, 7, 8, 9, 10 - As stated, or computed from basic data shown, on Form 521; being a report of "Operating Statistics" issued monthly and annually by the Accounting Department in the ordinary course of business.

Item 5 - Total tractive effort ÷ total steam locomotives assigned for service on division at close of each year.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Defendant's Exhibit No. 165 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

AVERAGE FREIGHT REVENUE PER TRAIN MILE, CAR MILE, AND 1,000 REVENUE TON MILES
PACIFIC LINES COMPARED WITH STATES OF NEVADA AND ARIZONA, RESPECTIVELY

Calendar Years 1923 to 1939, Inclusive

Year (a)	(1) Freight Revenue Per Freight Service Train Mile			(2) Freight Revenue Per Loaded Freight Car Mile			(3) Revenue Per 1,000 Ton Miles of Freight		
	Pacific Lines (b)	State of Nevada (c)	State of Arizona (d)	Pacific Lines (e)	State of Nevada (f)	State of Arizona (g)	Pacific Lines (h)	State of Nevada (i)	State of Arizona (j)
1939	\$7.46	\$10.10	\$7.17	\$.220	\$.204	\$.223	\$10.93	\$9.68	\$11.15
1938	7.17	9.67	7.19	.218	.198	.221	11.16	9.89	11.23
1937	6.86	8.90	6.93	.212	.189	.217	10.70	9.48	10.96
1936	6.92	9.06	6.82	.213	.195	.211	10.83	9.89	11.17
1935	6.62	9.06	6.67	.204	.189	.205	11.13	10.10	11.43
1934	6.54	9.11	6.44	.205	.189	.199	11.24	10.39	11.57
1933	6.32	8.85	6.37	.207	.188	.199	11.79	10.52	12.22
1932	6.30	8.51	6.36	.215	.193	.209	12.67	11.32	12.87
1931	7.44	9.26	7.11	.241	.203	.233	13.12	11.15	12.67
1930	8.16	9.61	7.78	.257	.207	.250	13.73	11.37	13.54
1929	8.31	9.05	8.32	.266	.209	.270	13.60	10.98	13.33
1928	8.18	8.91	7.97	.264	.209	.264	13.66	11.15	13.64
1927	8.22	9.19	7.74	.270	.213	.258	13.84	11.38	13.44
1926	8.28	9.23	7.79	.271	.211	.258	13.89	11.35	13.39
1925	8.18	8.47	8.26	.275	.220	.267	14.03	11.53	13.56
1924	8.51	8.56	9.18	.283	.230	.264	14.22	11.91	14.90
1923	8.39	8.33	9.28	.290	.238	.264	14.83	12.82	14.81

SOURCE: Items 1, 2 and 3: Annual Reports to Interstate Commerce Commission, Public Service Commission of Nevada, and Corporation Commission of Arizona:

Items 1 and 2, years 1923 to 1935 inclusive appear in schedule 531, entitled "Statistics of Rail Line Operations" of Annual Report to Interstate Commerce Commission and corresponding schedule of annual reports to respective states. Whereas such averages are not required in annual reports for years 1936 to 1939, they have been computed for purpose of this exhibit, from basic data reported in schedule above referred to.

Year (a)	(1) Freight Revenue Per Freight Service Train Mile			(2) Freight Revenue Per Loaded Freight Car Mile			(3) Revenue Per 1,000 Ton Miles of Freight		
	Pacific Lines (b)	State of Nevada (c)	State of Arizona (d)	Pacific Lines (e)	State of Nevada (f)	State of Arizona (g)	Pacific Lines (h)	State of Nevada (i)	State of Arizona (j)
1939	\$7.46	\$10.10	\$7.17	\$.220	\$.204	\$.223	\$10.93	\$9.68	\$11.15
1938	7.17	9.67	7.19	.218	.198	.221	11.16	9.89	11.23
1937	6.86	8.90	6.93	.212	.189	.217	10.70	9.48	10.96
1936	6.92	9.06	6.82	.213	.195	.211	10.83	9.89	11.17
1935	6.62	9.06	6.67	.204	.189	.205	11.13	10.10	11.43
1934	6.54	9.11	6.44	.205	.189	.199	11.24	10.39	11.57
1933	6.32	8.85	6.37	.207	.188	.199	11.79	10.52	12.22
1932	6.30	8.51	6.36	.215	.193	.209	12.67	11.32	12.87
1931	7.44	9.26	7.11	.241	.203	.233	13.12	11.15	12.67
1930	8.16	9.61	7.78	.257	.207	.250	13.73	11.37	13.54
1929	8.31	9.05	8.32	.266	.209	.270	13.60	10.98	13.33
1928	8.18	8.91	7.97	.264	.209	.264	13.66	11.15	13.64
1927	8.22	9.19	7.74	.270	.213	.258	13.84	11.38	13.44
1926	8.28	9.23	7.79	.271	.211	.258	13.89	11.35	13.39
1925	8.18	8.47	8.26	.275	.220	.267	14.03	11.53	13.56
1924	8.51	8.56	9.18	.283	.230	.264	14.22	11.91	14.90
1923	8.39	8.33	9.28	.290	.238	.264	14.83	12.82	14.81

SOURCE: Items 1, 2 and 3: Annual Reports to Interstate Commerce Commission, Public Service Commission of Nevada, and Corporation Commission of Arizona:

Items 1 and 2, years 1923 to 1935 inclusive appear in schedule 531, entitled "Statistics of Rail Line Operations" of Annual Report to Interstate Commerce Commission and corresponding schedule of annual reports to respective states. Whereas such averages are not required in annual reports for years 1936 to 1939, they have been computed for purpose of this exhibit, from basic data reported in schedule above referred to.

Item 3 represents the revenue per ton per mile reported in schedule 531 of Interstate Commerce Commission report, and corresponding schedule of state reports, multiplied by 1,000.

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Defendant's Exhibit No. 166, (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

REVENUE FREIGHT CARRIED BY PACIFIC LINES

YEAR 1939

Class No. (a)	Commodity group or class (b)	Cars Originating on Line		Cars Received from Connecting		Total cars carried (g)
		Terminating on line (c)	Delivered to connections (d)	Terminating on line (e)	Delivered to connections (f)	
110	Oranges and grapefruit	2 365	20 725	655	7 253	30 998
111	Lemons, limes and citrus fruits, n.o.s.	598	7 651	188	4 579	13 016
120	Apples, fresh	1 391	38	1 220	716	3 365
121	Bananas	1 751	543	976	620	3 890
122	Berries, fresh	21	62	3	10	96
123	Cantaloupes and melons, n.o.s.	324	12 811	28	1 069	14 232
124	Grapes, fresh	1 074	14 427	161	1 621	17 343
125	Peaches, fresh	2 793	1 811	614	53	5 271
126	Watermelons	1 339	1 276	140	14	2 769
127	Fruits, fresh, domestic, n.o.s.	3 344	8 295	1 074	959	13 672
128	Fruits, fresh, tropical, n.o.s.	3	155	5	69	232
130	Potatoes, other than sweet	5 172	3 990	1 398	1 123	11 683
140	Cabbage	62	825	23	127	1 037
141	Onions	1 099	761	67	141	2 068
142	Tomatoes	140	2 394	357	1 280	4 171
143	Vegetables, fresh, n.o.s.	1 773	74 206	543	9 071	85 593
	Total perishable products of agriculture - Classes 110 to 143, inclusive	23 249	150 030	7 452	28 705	209 436
800	Total products of agriculture	93 439	168 324	27 157	32 532	321 452
850	Grand total, carload traffic	532 503	312 867	206 086	74 170	1 125 626

SOURCE: Schedule 541, Report to Interstate Commerce Commission for year 1939.

Defendant's Exhibit No. 167 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

REVENUE FREIGHT CARRIED WITHIN THE STATE OF ARIZONA

YEAR 1939

Class No. (a)	Commodity group or class (b)	Cars Originating on Line Within the State (c)	All Other Cars Handled on Line Within the State (d)	Total Cars Handled on Line Within the State (e)	Cars Terminating on Line Within the State (f)
110	Oranges and grapefruit	1 189	17 427	18 616	7
111	Lemons, limes and citrus fruits, n.o.s.	3	9 210	9 213	2
120	Apples, fresh	-	342	342	102
121	Bananas	-	297	297	272
122	Berries, fresh	4	-	4	-
123	Cantaloupes and melons, n.o.s.	2 290	9 095	11 385	-
124	Grapes, fresh	3	1 683	1 686	14
125	Peaches, fresh	-	83	83	15
126	Watermelons	-	152	152	11
127	Fruits, fresh, domestic, n.o.s.	1	349	350	6
128	Fruits, fresh, tropical, n.o.s.	1	63	64	2
130	Potatoes, other than sweet	15	1 758	1 773	196
140	Cabbage	97	562	659	-
141	Onions	-	334	334	4
142	Tomatoes	-	2 456	2 456	49
143	Vegetables, fresh, n.o.s.	9 103	32 141	41 244	150
	Total perishable products of agriculture - Classes 110 to 143, inclusive	12 706	75 952	88 658	785
300	Total products of agriculture	20 767	83 972	104 739	5 803
850	Grand total, carload traffic	59 666	202 089	261 755	87 742

EXPLANATIONS: Column (c) includes all cars originated at point on Pacific Lines within the State and moved to points in or out of the State located on Pacific Lines or foreign lines.

Column (d) includes:

1. Cars originated outside the State on Pacific Lines or foreign lines and moved via Pacific Lines to points on Pacific Lines or foreign lines within the State; also, cars originated outside the State and moved via Pacific Lines through the State.
2. Cars originated on foreign lines within the State and moved via Pacific Lines to points within the State located on Pacific Lines or a foreign line; also, moved via Pacific Lines to points outside the State.

Column (e) is the total of Columns (c) and (d) and represents all cars handled by Pacific Lines within State of Arizona.

Column (f) includes all cars originated within or outside the State moved to points on Pacific Lines located within the State. These cars are included in either Columns (c) or (d).

SOURCE: Schedule 941, Annual Report to the Corporation Commission of the State of Arizona.

5506

Defendant's Exhibit No. 168 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

REVENUE FREIGHT CARRIED WITHIN THE STATE OF NEW MEXICO

YEAR 1939

Class No. (a)	Commodity group or class (b)	Cars Originating on Line Within the State (c)	All Other Cars Handled on Line Within the State (d)	Total Cars Handled on Line Within the State (e)	Cars Terminating on Line Within the State (f)
110	Oranges and grapefruit	-	17 691	17 691	3
111	Lemons, limes and citrus fruits, n.o.s.	-	9 210	9 210	-
120	Apples, fresh	-	299	299	3
121	Bananas	-	767	767	1
122	Berries, fresh	-	5	5	-
123	Cantaloupes and melons, n.o.s.	-	11 384	11 384	-
124	Grapes, fresh	-	1 671	1 671	-
125	Peaches, fresh	-	70	70	-
126	Watermelons	-	125	125	2
127	Fruits, fresh, domestic, n.o.s.	-	349	349	-
128	Fruits, fresh, tropical, n.o.s.	-	64	64	-
130	Potatoes, other than sweet	-	1 664	1 664	5
140	Cabbage	-	640	640	-
141	Onions	-	336	336	-
142	Tomatoes	-	1 999	1 999	-
143	Vegetables, fresh, n.o.s.	-	40 852	40 852	-
	Total perishable products of agriculture - Classes 110 to 143, inclusive	-	87 126	87 126	14
800	Total products of agriculture	86	96 164	96 250	280
850	Grand total, carload traffic	9 991	180 837	190 828	7 801

EXPLANATIONS: Column (c) includes all cars originated at point on Pacific Lines within the State and moved to points in or out of the State located on Pacific Lines or foreign lines.

Column (d) includes:

1. Cars originated outside the State on Pacific Lines or foreign lines and moved via Pacific Lines to points on Pacific Lines or foreign lines within the State; also, cars originated outside the State and moved via Pacific Lines through the State.
2. Cars originated on foreign lines within the State and moved via Pacific Lines to points within the State located on Pacific Lines or a foreign line; also, moved via Pacific Lines to points outside the State.

Column (e) is the total of Columns (c) and (d) and represents all cars handled by Pacific Lines within State of New Mexico.

Column (f) includes all cars originated within or outside the State moved to points on Pacific Lines located within the State. These cars are included in either Columns (c) or (d).

Defendant's Exhibit No. 169 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

REVENUE FREIGHT CARRIED WITHIN THE STATE OF NEVADA

YEAR 1939

Class No. (a)	Commodity group or class (b)	Cars Originating on Line Within the State (c)	All Other Cars Handled on Line Within the State (d)	Total Cars Handled on Line Within the State (e)	Cars Terminating on Line Within the State (f)
110	Oranges and grapefruit	-	4 901	4 901	20
111	Lemons, limes and citrus fruits, n.o.s.	-	290	290	-
120	Apples, fresh	-	367	367	12
121	Bananas	-	144	144	48
122	Berries, fresh	-	8	8	-
123	Cantaloupes and melons, n.o.s.	-	2 000	2 000	4
124	Grapes, fresh	-	12 876	12 876	3
125	Peaches, fresh	-	1 573	1 573	3
126	Watermelons	-	210	210	4
127	Fruits, fresh, domestic, n.o.s.	-	8 531	8 531	-
128	Fruits, fresh, tropical, n.o.s.	-	136	136	-
130	Potatoes, other than sweet	29	2 407	2 436	8
140	Cabbage	-	22	22	-
141	Onions	29	224	253	2
142	Tomatoes	-	1 316	1 316	2
143	Vegetables, fresh, n.o.s.	-	35 863	35 865	4
	Total perishable products of agriculture - Classes 110 to 143, inclusive	58	70 870	70 928	110
800	Total products of agriculture	750	81 852	82 602	412
800	Grand total, carload traffic	5 351	196 146	201 497	14 208

EXPLANATIONS: Column (c) includes all cars originated ~~at point~~ on Pacific Lines within the State and moved to points in or out of the State located on Pacific Lines or foreign lines.

Column (d) includes:

1. Cars originated outside the State on Pacific Lines or foreign lines and moved via Pacific Lines to points on Pacific Lines or foreign lines within the State; also, cars originated outside the State and moved via Pacific Lines through the State.
2. Cars originated on foreign lines within the State and moved via Pacific Lines to points within the State located on Pacific Lines or a foreign line; also, moved via Pacific Lines to points outside the State.

Column (e) is the total of Columns (c) and (d) and represents all cars handled by Pacific Lines within State of Nevada.

Column (f) includes all cars originated within or outside the State moved to points on Pacific Lines located within the state. These cars are included in either Columns (c) or (d).

Defendant's Exhibit No. 170 (Witness Masson)
Jan. 14, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

SEGREGATION OF FREIGHT CAR MILES IN STATES OF NEVADA AND ARIZONA
AND FOR PACIFIC LINES AS A WHOLE

YEAR 1939

Item No. (a)	Cars Owned by (b)	Nevada		Arizona		Pacific Lines	
		Car Miles (c)	% (d)	Car Miles (e)	% (f)	Car Miles (g)	% (h)
1	Foreign Lines *	47 106 368	33.3	32 344 092	23.2	261 394 696	27.8
2	Pacific Fruit Express Company	63 207 455	44.8	68 810 287	49.2	323 879 987	34.5
3	Other Private Car Lines	10 691 815	7.6	10 902 590	7.8	65 408 010	7.0
4	Pacific Lines ...	20 211 135	14.3	27 708 192	19.8	289 052 871	30.7
5	Total	141 216 773	100.0	139 765 161	100.0	939 735 564	100.0

* Includes cars owned by Texas and New Orleans Railroad Company and other separately operated companies solely controlled by Southern Pacific Company.

SOURCE: Segregation per items 1 to 4 inclusive, developed from records of the Company.
Totals (item 5, columns (c), (e), and (g)) agree with the sum of lines 40 and 41, column (d) in schedule of annual reports for 1939, as follows:

Column (c) - Schedule G-1. Annual Report, Public Service Commission

**SEGREGATION OF FREIGHT CAR MILES IN STATES OF NEVADA AND ARIZONA
AND FOR PACIFIC LINES AS A WHOLE**

YEAR 1939

Item No. (a)	Cars Owned by (b)	Nevada		Arizona		Pacific Lines	
		Car Miles (c)	% (d)	Car Miles (e)	% (f)	Car Miles (g)	% (h)
1	Foreign Lines *	47 106 368	33.3	32 344 092	23.2	261 394 696	27.8
2	Pacific Fruit Express Company	63 207 455	44.8	68 810 287	49.2	323 879 987	34.5
3	Other Private Car Lines	10 691 815	7.6	10 902 590	7.8	65 408 010	7.0
4	Pacific Lines ...	20 211 135	14.3	27 708 192	19.8	289 052 871	30.7
5	Total	141 216 773	100.0	139 765 161	100.0	939 735 564	100.0

* Includes cars owned by Texas and New Orleans Railroad Company and other separately operated companies solely controlled by Southern Pacific Company.

SOURCE: Segregation per items 1 to 4 inclusive, developed from records of the Company.

Totals (item 5, columns (c), (e), and (g)) agree with the sum of lines 40 and 41, column (d) in schedule of annual reports for 1939, as follows:

Column (c) - Schedule 931, Annual Report, Public Service Commission of Nevada.

Column (e) - Schedule 931, Annual Report, Corporation Commission of Arizona.

Column (g) - Schedule 531, Annual Report to the Interstate Commerce Commission.

5509

3041

Superior Court, Pima Co., Arizona

Defendant's Exhibit No. 171 ~~Exhibit~~ (Witness Masson)

~~Exhibit~~ Jan. 14, 1941

WITNESS A. G. & SONS

SOUTHERN PACIFIC COMPANY - Pacific Lines

LINEs AND OPERATIONS ABANDONED UNDER AUTHORITY OF INTERSTATE COMMERCE COMMISSION
(Exclusive of Electric Lines in California and Oregon)

PERIOD JANUARY 1, 1930 TO DECEMBER 31, 1939, INCLUSIVE

Line No. (a)	Name of Line or Branch (b)	Termini (c)	State (d)	Mileage Abandoned (e)	Date Abandoned (f)	I.C.C. Finance Docket Number (g)
1	Calabasas	Calabasas to Flux	Arizona	12.99	6-15-31	7957
2	Cochise-Douglas	Cochise to Douglas	"	58.96	7-20-33	9114
3	Gleeson	Kelton to Gleeson	"	6.81	7-20-33	9114
4	Courtland	Kelton to Courtland	"	4.60	7-20-33	9114
5	Commonwealth	Pearce to Commonwealth Mill	"	1.33	7-20-33	9114
6	Hansen	West Chandler Wye to Hansen	"	2.17	12-16-33	10153
7	Amster	Amster Jct. to Amster	"	4.35	2- 1-34	10148
8	Mesa	Tempe to Center St., Mesa	"	4.52	2-20-34	10079
9	Casaba	Poso Jct. to Casaba	"	4.36	2-20-34	10079
10	Maricopa	West Chandler to Maricopa	"	16.60	4-15-35	10678
11	Patagonia	Patagonia to Flux	"	2.88	10- 5-39	12415
12		Total miles abandoned - Arizona		118.97		
13	Newport	Dyer to Huntington Beach	California	11.99	12- 1-33	10012
14	Santa Rosa	Schellville to Tulupa	"	7.74	1-15-34	9950
15	Santa Rosa	Los Guillicos to Santa Rosa	"	8.03	1-15-34	9950
16	Wingo-Union	Ramal to Wingo	"	1.80	1-15-34	9950
17	Boulder Creek	Felton to Boulder Creek	"	7.02	1-25-34	10120
18	Magnesite	Howton to Magnesite	"	.50	2- 1-34	10164
19	New Almaden	Le Franc to Almaden Jct.	"	4.36	4- 1-34	10196
20	New Almaden	Alamitos to New Almaden	"	4.09	4- 1-34	10196
21	Rumsey	Capay to Rumsey	"	18.05	4-15-34	10136
22	Howton	Magnesite Jct. to Howton	"	3.12	11- 1-34	10560
23	Springville	Clavicle to Springville	"	2.40	5-25-35	10732
24	Santa Ana	West Anaheim to Anaheim Jct.	"	2.16	8- 7-35	Note (1)
25	Le Franc	Campbell Gravel Pit to Le Franc	"	3.85	12-15-37	11703
26	Coalinga	Le Roy to Crump	"	2.06	11- 1-37	11730
27	Duarte	Near Duarte to Rivas	"	.69	1- 1-38	11335
28	Mina	Nevada-California State Line to Benton	"	6.77	2-20-38	11285
29	Kerman	Caruthers to Hardwick	"	11.35	11-10-38	11964
30	Los Alamitos	At Los Alamitos	"	.42	10- 7-39	12468
31	Buchli-Union	Buchli to West Napa	"	6.37	12-25-39	12463
32		Total miles abandoned - California		102.77		

Sheet 2 of 2 sheets

SOUTHERN PACIFIC COMPANY - Pacific LinesLINEs AND OPERATIONS ABANDONED UNDER AUTHORITY OF INTERSTATE COMMERCE COMMISSION
(Exclusive of Electric Lines in California and Oregon)PERIOD JANUARY 1, 1930 TO DECEMBER 31, 1939, INCLUSIVE

Line No. (a)	Name of Line or Branch (b)	Termini (c)	State (d)	Mileage Abandoned (e)	Date Abandoned (f)	I.C.C. Finance Docket Number (g)
33	Candelaria	Filben to Candelaria	Nevada	5.23	3- 1-32	8932
34	Mound House	Churchill to Mound House	"	26.27	4-25-34	9896
35	Mina	Tonopah Jct. to Nevada- California State Line	"	42.93	2-20-38	11285
36		Total miles abandoned - Nevada		74.43		
37	Lordsburg-Hachita	Hachita to Oil Siding	New Mexico	37.59	12-22-33	10090
38	Tyrone	Burro Mountain Jct. to Tyrone	"	13.08	5- 1-34	9876
39	Jarilla	Oro Grande to Zora	"	3.91	12-15-34	10195
40		Total miles abandoned - New Mexico		54.48		
41	West Side	Portland to Bertha	Oregon	4.81	6-15-30	7930
42	West Side	At Forest Grove	"	1.58	6-15-30	7930
43	West Side	At Hillsboro	"	1.07	6-15-30	7930
44	Newberg	At Newberg	"	1.30	6-15-30	7930
45	Mills City	Albany to Shelburn	"	12.69	2-10-30	7512
46	West Side	Beaverton to Bertha	"	5.41	2-20-32	8988
47	Monmouth	Dallas to Monmouth	"	6.75	1-15-34	9988
48	West Side	Transfer to Cheshire	"	11.00	1-15-36	10962
49	Yaquina	Altsee to Yaquina	"	7.26	5-15-37	11348
50		Total miles abandoned - Oregon		51.87		
SUMMARY OF LINES ABANDONED						
			State	Miles		
			Arizona	118.97		
			California	102.77		
			Nevada	74.43		
			New Mexico	54.48		
			Oregon	51.87		
			Grand Total	402.52		

Note (1): Abandonment line West Anaheim to Anaheim Jct., compelled by condemnation proceedings by
State of California, Department of Public Works. Orange County Court Order No. 33172. 5511

Defendant's Exhibit No. 172 (Witness Masson)
Jan. 15, 1941

SOUTHERN PACIFIC COMPANY - Pacific Lines

NET RAILWAY OPERATING INCOME AND RATE OF RETURN ON INVESTMENT (BOOK VALUE)

Calendar Years 1925 to 1939 Inclusive

Item	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934
<u>RAILWAY OPERATING REVENUES:</u>										
Freight	\$148 483 728	\$152 637 760	\$154 200 274	\$159 642 877	\$164 624 940	\$138 010 278	\$105 417 075	\$78 038 122	\$72 384 094	\$85 757 493
Passenger	42 676 902	41 840 997	40 691 182	38 850 440	39 215 281	34 291 656	27 171 029	18 450 895	15 221 018	16 009 009
All Other	19 213 687	19 491 690	20 007 031	20 391 938	21 837 516	16 535 747	13 529 877	10 673 131	9 453 975	11 152 315
Total Railway Operating Revenues	\$210 374 317	\$213 970 447	\$214 898 487	\$218 885 255	\$225 677 737	\$188 837 681	\$146 117 981	\$107 162 148	\$97 059 087	\$112 918 817
RAILWAY OPERATING EXPENSES	148 706 635	146 417 881	149 215 801	151 212 096	153 351 563	132 831 268	107 434 090	82 645 456	73 771 902	81 743 959
NET REVENUE FROM RAILWAY OPERATIONS	\$61 667 682	\$67 552 566	\$65 682 686	\$67 673 199	\$72 326 174	\$56 006 413	\$38 683 891	\$24 516 692	\$23 287 185	\$31 174 858
Railway Tax Accruals	17 475 215	17 571 415	17 573 939	17 551 203	18 068 082	15 315 053	13 990 523	11 913 303	9 778 617	9 546 697
Uncollectible Railway Revenues	45 969	45 810	61 937	37 570	28 878	53 103	27 813	27 533	94 334	31 893
RAILWAY OPERATING INCOME	\$44 146 498	\$49 935 341	\$48 046 810	\$50 084 426	\$54 229 214	\$40 638 257	\$24 665 555	\$12 575 856	\$13 414 234	\$21 660 054
Equipment and Joint Facility Rents-Net Debit	3 189 602	3 318 294	3 922 292	4 778 543	5 733 964	5 498 863	4 993 099	4 796 537	3 678 293	4 078 258
NET RAILWAY OPERATING INCOME	\$40 956 896	\$46 617 047	\$44 124 518	\$45 305 883	\$48 495 250	\$35 139 394	\$19 672 456	\$7 779 319	\$9 735 941	\$17 581 796
<u>PROPERTY INVESTMENT:</u>										
<u>(Including Cash and Material and Supplies)</u>										
Book Value at Close of Year per details on fol- lowing sheets	\$1 112 031 315	\$1 172 956 401	\$1 189 691 071	\$1 193 071 946	\$1 222 501 688	\$1 141 674 587	\$1 245 887 504	\$1 231 410 556	\$1 224 953 332	\$1 219 297 910
Rate of Return - Percent	3.68	3.97	3.71	3.80	3.97	2.83	1.58	.63	.79	1.44

Credit.

Includes operations in States of California, Nevada, Utah, Oregon, Arizona, New Mexico and Texas.

Lines 1 to 12 inclusive, Monthly Report of Revenues and Expenses rendered by Pacific Lines to Interstate Commerce Commission.

BOOK VALUE

1932	1933	1934	1935	1936	1937	1938	1939
38 122	\$72 384 094	\$85 757 493	\$94 138 112	\$122 087 866	\$132 457 688	\$116 299 568	\$129 616 129
50 895	15 221 018	16 009 009	17 753 609	20 899 622	23 416 723	21 565 863	22 148 104
73 131	9 453 975	11 152 315	12 148 391	13 298 116	14 869 867	13 832 846	14 858 861
62 148	\$97 079 087	\$112 918 817	\$124 040 112	\$156 285 604	\$170 744 278	\$151 698 277	\$166 623 094
45 456	73 771 902	81 743 979	90 658 863	110 531 464	130 395 352	118 247 208	120 266 896
56 692	\$23 287 185	\$31 174 858	\$33 381 249	\$45 754 140	\$40 348 926	\$33 451 069	\$46 356 198
13 303	9 778 617	9 546 697	9 573 702	9 542 077	23 492 258	14 228 045	14 309 641
27 533	94 334	31 893	22 018	-	-	-	-
75 856	\$13 414 234	\$21 660 054	\$23 785 529	\$36 212 063	\$26 856 668	\$19 223 024	\$32 046 557
76 531	3 678 293	4 078 258	4 884 475	7 812 123	8 744 428	8 275 741	8 931 062
79 319	\$9 735 941	\$17 581 796	\$18 901 054	\$28 399 940	\$18 122 240	\$10 947 283	\$23 115 495
410 556	\$1 224 953 332	\$1 219 297 910	\$1 212 179 945	\$1 207 703 263	\$1 206 389 310	\$1 214 423 982	\$1 216 305 130
.63	.79	1.44	1.56	2.35	1.50	.90	1.90

SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1925,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Line No. (a)	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash		
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand Other L. (k)
1	Southern Pacific Company	\$252 711 638 01	\$228 471 320 29	\$24 240 317 72	\$191 716 09	\$84 814 42	\$106 901 67	\$20 455 098 81	\$19 720 879 01	\$734
2	Alamogordo & Sacramento Mountain Ry. Co.	1 308 312 03	1 308 312 03	-	-	-	-	-	-	-
3	Arizona Eastern R.R. Co.	21 607 942 98	21 607 942 98	-	-	-	-	-	-	-
4	Arizona and New Mexico Ry. Co.	4 632 753 41	4 632 753 41	-	-	-	-	-	-	-
5	Barro Mountain R.R. Co.	502 504 97	502 504 97	-	-	-	-	-	-	-
6	Central Pacific Ry. Co.	329 569 124 39	329 569 124 39	-	2 744 71	2 744 71	-	-	-	-
7	Dawson Ry. Co.	7 527 412 64	7 527 412 64	-	-	-	-	-	-	-
8	El Paso & Northeastern R.R. Co.	648 728 13	648 728 13	-	-	-	-	-	-	-
9	El Paso & Northeastern Ry. Co.	6 565 601 83	6 565 601 83	-	-	-	-	-	-	-
10	El Paso & Rock Island Ry. Co.	8 711 814 65	8 711 814 65	-	-	-	-	-	-	-
11	El Paso & Southwestern R.R. Co.	32 477 195 19	32 477 195 19	-	-	-	-	-	-	-
12	El Paso & Southwestern R.R. Co. of Texas	3 881 068 17	3 881 068 17	-	-	-	-	-	-	-
13	Inter-California Railway Co.	4 930 865 97	2 847 386 16	2 103 479 81	-	-	-	-	-	-
14	Marion and Linn County R.R. Co.	107 499 48	107 499 48	-	-	-	-	-	-	-
15	New Mexico and Arizona R.R. Co.	7 240 292 47	7 240 292 47	-	-	-	-	-	-	-
16	Oregon & California R.R. Co.	51 657 696 94	51 657 696 94	-	49 655 92	49 655 92	-	-	-	-
17	Phoenix and Eastern R.R. Co.	5 454 657 16	5 454 657 16	-	-	-	-	-	-	-
18	Porterville Northeastern Ry. Co.	612 492 20	612 492 20	-	-	-	-	-	-	-
19	South Pacific Coast Ry. Co.	16 161 699 38	16 161 699 38	-	-	-	-	-	-	-
20	Southern Pacific R.R. Co.	339 298 652 51	339 298 652 51	-	168 00	168 00	-	-	-	-
21	Tucson & Nogales R.R. Co.	1 710 516 66	1 710 516 66	-	-	-	-	-	-	-
22	Total	\$1 097 338 429 17	\$1 070 994 631 64	\$26 343 797 53	\$244 284 72	\$137 383 05	\$106 901 67	\$20 455 098 81	\$19 720 879 01	\$734

SOURCE: Line 1, Columns (c), (f), (i), and (j), Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders
Line 1, Columns (d), (e), (g), (h), (j), and (n), Balance sheets of General Ledger - S.P. Co.
Line 1, Columns (k) and (m) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines
Lines 2 to 12 inclusive, and 14 to 21, inclusive - Columns (c), (d), (f), and (g) - Table 8 of S.P. Co. Annual Report to Stockholders
Line 13, Column (e), Table 23 of S.P. Co. Annual Report to Stockholders
Line 13, Columns (d) and (e) - Balance sheet of General Ledger - Inter-California Railway Co.

Explanation: Line 1, Columns (e), (h), (k) and (n) represent investment in Atlantic Steamship Lines of S.P. Co.
Line 13, Column (e) represents investment in Mexican Lines of Inter-California Railway Co.

PLIES, AS OF DECEMBER 31, 1925,
LINES AND INVESTMENT IN OTHER LINES

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d + g + j + m) (o)
Total per Annual Reports (1)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (1)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
30 455 098 81	\$19 720 879 01	\$734 219 80	\$21 664 807 87	\$21 178 421 67	\$486 386 20	\$269 455 435 39
-	-	-	-	-	-	1 308 312 03
-	-	-	-	-	-	21 607 942 98
-	-	-	-	-	-	4 632 753 41
-	-	-	-	-	-	902 504 97
-	-	-	-	-	-	329 571 869 10
-	-	-	-	-	-	7 527 412 64
-	-	-	-	-	-	645 728 13
-	-	-	-	-	-	6 565 601 83
-	-	-	-	-	-	8 711 814 65
-	-	-	-	-	-	32 477 195 19
-	-	-	-	-	-	3 881 068 17
-	-	-	-	-	-	2 847 386 16
-	-	-	-	-	-	107 499 48
-	-	-	-	-	-	7 240 292 47
-	-	-	-	-	-	51 707 352 86
-	-	-	-	-	-	5 454 657 16
-	-	-	-	-	-	612 492 20
-	-	-	-	-	-	16 161 699 38
-	-	-	-	-	-	339 298 820 51
-	-	-	-	-	-	1 710 516 66
30 455 098 81	\$19 720 879 01	\$734 219 80	\$21 664 807 87	\$21 178 421 67	\$486 386 20	\$1 112 031 315 37

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SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1925,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Line No. (a)	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 703 Cash		
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand Other (k)
1	Southern Pacific Company	\$274 257 32 06	\$249 728 404 09	\$24 528 915 97	\$465 099 34	\$355 821 46	\$109 277 88	\$20 781 376 58	\$20 038 771 05	\$74
2	Alamogordo & Sacramento Mountain Ry. Co.	1 308 897 35	1 308 897 35	-	-	-	-	-	-	-
3	Arizona Eastern R.R. Co.	28 254 250 23	28 254 250 23	-	-	-	-	-	-	-
4	Arizona and New Mexico Ry. Co.	4 637 796 24	4 637 796 24	-	-	-	-	-	-	-
5	Burro Mountain R.R. Co.	508 020 27	508 020 27	-	-	-	-	-	-	-
6	Central Pacific Ry. Co.	341 871 835 61	341 871 835 61	-	16 344 13	16 344 13	-	-	-	-
7	Dawson Ry. Co.	7 587 154 61	7 587 154 61	-	-	-	-	-	-	-
8	El Paso & Northeastern R.R. Co.	652 621 23	652 621 23	-	-	-	-	-	-	-
9	El Paso & Northeastern Ry. Co.	6 659 865 09	6 659 865 09	-	-	-	-	-	-	-
10	El Paso & Rock Island Ry. Co.	8 916 488 20	8 916 488 20	-	-	-	-	-	-	-
11	El Paso & Southwestern R.R. Co.	32 689 054 07	32 689 054 07	-	-	-	-	-	-	-
12	El Paso & Southwestern R.R. Co. of Texas	4 001 814 18	4 001 814 18	-	-	-	-	-	-	-
13	Inter-California Railway Co.	5 111 782 54	2 939 121 98	2 172 660 56	-	-	-	-	-	-
14	Marion and Linn County R.R. Co.	35 724 21	35 724 21	-	-	-	-	-	-	-
15	New Mexico and Arizona R.R. Co.	6 593 598 56	6 593 598 56	-	-	-	-	-	-	-
16	Oregon & California R.R. Co.	53 187 355 65	53 187 355 65	-	49 655 92	49 655 92	-	-	-	-
17	Phoenix and Eastern R.R. Co.	5 662 846 87	5 662 846 87	-	-	-	-	-	-	-
18	Porterville Northeastern Ry. Co.	618 834 86	618 834 86	-	-	-	-	-	-	-
19	South Pacific Coast Ry. Co.	16 370 436 03	16 370 436 03	-	-	-	-	-	-	-
20	Southern Pacific R.R. Co.	346 737 199 39	346 737 199 39	-	168 00	168 00	-	-	-	-
21	Tucson & Nogales R.R. Co.	1 714 409 48	714 409 48	-	-	-	-	-	-	-
22	Total	\$1 147 377 264 73	\$1 12 675 688 20	\$26 701 576 53	\$531 267 39	\$421 989 51	\$109 277 88	\$20 781 376 58	\$20 038 771 05	\$74

SOURCE: Line 1, Columns (c), (f), (i), and (l), Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.
 Line 1, Columns (d), (e), (g), (h), (j) and (m), Balance sheets of General Ledger - S.P. Co.
 Line 1, Columns (k) and (n), Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines
 Lines 2 to 12, inclusive, and 14 to 21, inclusive, Columns (c), (d), (f), and (g), Table 8 of S.P. Co. Annual Reports to Stockholders
 Line 13, Column (e), Table 23 of S.P. Co. Annual Report to Stockholders
 Line 13, Columns (d) and (e), Balance sheet of General Ledger - Inter-California Railway Co.

EXPLANATIONS: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.
 Line 13, Column (e) represents investment in Mexican Line of Inter-California Railway Co.

AS, AS OF DECEMBER 31, 1926,
AS AND INVESTMENT IN OTHER LINES

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d + e + f + m) (o)
Total per Reports (j)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
1 376 58	\$20 038 771 05	\$742 605 53	\$32 265 145 20	\$31 819 951 89	\$445 193 31	\$301 942 948 49
-	-	-	-	-	-	1 308 897 35
-	-	-	-	-	-	28 254 250 23
-	-	-	-	-	-	4 637 36 24
-	-	-	-	-	-	908 020 27
-	-	-	-	-	-	341 888 179 74
-	-	-	-	-	-	7 587 154 61
-	-	-	-	-	-	652 621 23
-	-	-	-	-	-	6 699 865 09
-	-	-	-	-	-	8 916 488 20
-	-	-	-	-	-	32 689 054 07
-	-	-	-	-	-	4 001 814 18
-	-	-	-	-	-	2 939 121 98
-	-	-	-	-	-	35 724 21
-	-	-	-	-	-	6 993 998 56
-	-	-	-	-	-	53 237 011 57
-	-	-	-	-	-	5 662 846 87
-	-	-	-	-	-	618 834 86
-	-	-	-	-	-	16 370 436 03
-	-	-	-	-	-	346 737 327 39
-	-	-	-	-	-	1 714 409 48
1 376 58	\$20 038 771 05	\$742 605 53	\$32 265 145 20	\$31 819 951 89	\$445 193 31	\$1 172 956 400 65

SOUTHERN PACIFIC COMPANY

DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1927,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES

Line No. (a)	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash		
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)
1	Southern Pacific Company	\$340 457 049 52	\$314 729 448 98	\$25 727 600 54	\$536 518 17	\$424 285 59	\$112 232 58	\$21 517 483 46	\$20 466 176 49	\$1 051 306
2	Alamogordo & Sacramento Mountain Ry. Co.	1 316 990 80	1 316 990 80	-	-	-	-	-	-	-
3	Arizona Eastern R.R. Co.	28 432 340 17	28 432 340 17	-	-	-	-	-	-	-
4	Arizona and New Mexico Ry. Co.	4 600 643 62	4 600 643 62	-	-	-	-	-	-	-
5	Burro Mountain R.R. Co.	508 283 98	508 283 98	-	-	-	-	-	-	-
6	Central Pacific Ry. Co.	346 011 442 52	346 011 442 52	-	14 143 39	14 143 39	-	-	-	-
7	Dawson Ry. Co.	7 613 883 23	7 613 883 23	-	-	-	-	-	-	-
8	El Paso & Northeastern R.R. Co.	651 303 90	651 303 90	-	-	-	-	-	-	-
9	El Paso & Northeastern Ry. Co.	6 763 411 81	6 763 411 81	-	-	-	-	-	-	-
10	El Paso & Rock Island Ry. Co.	9 035 634 35	9 035 634 35	-	-	-	-	-	-	-
11	El Paso & Southwestern R.R. Co.	33 031 154 93	33 031 154 93	-	-	-	-	-	-	-
12	El Paso & Southwestern R.R. Co. of Texas	4 099 603 49	4 099 603 49	-	-	-	-	-	-	-
13	Inter-California Railway Co.	5 311 543 73	3 077 625 67	2 233 918 06	-	-	-	-	-	-
14	New Mexico and Arizona R.R. Co.	6 604 902 36	6 604 902 36	-	-	-	-	-	-	-
15	Phoenix and Eastern R.R. Co.	5 552 391 33	5 592 391 33	-	-	-	-	-	-	-
16	Porterville Northeastern Ry. Co.	620 587 70	620 587 70	-	-	-	-	-	-	-
17	South Pacific Coast Ry. Co.	16 502 358 65	16 502 358 65	-	-	-	-	-	-	-
18	Southern Pacific R.R. Co.	350 955 820 96	350 955 820 96	-	168 00	168 00	-	-	-	-
19	Tucson & Nogales R.R. Co.	1 729 028 60	1 729 028 60	-	-	-	-	-	-	-
20	Total	\$1 169 798 375 65	\$1 141 836 857 05	\$27 961 518 60	\$550 829 56	\$438 596 98	\$112 232 58	\$21 517 483 46	\$20 466 176 49	\$1 051 306

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.

Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.

Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.

Lines 2 to 12 inclusive, and 14 to 19 inclusive, Columns (c), (d), (f), and (g) - Table 8 of S.P. Co. Annual Report to Stockholders.

Line 13, Column (e) - Table 23 of S.P. Co. Annual Report to Stockholders.

Line 13, Columns (d) and (e) - Balance sheet of General Ledger - Inter-California Railway Co.

EXPLANATIONS: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

Line 13, Column (e) represents investment in Mexican Line of Inter-California Railway Co.

PLIES, AS OF DECEMBER 31, 1927,
LINES AND INVESTMENT IN OTHER LINES

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d + e + j + n)
Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	(o)
517 483 46	\$20 466 176 49	\$1 051 306 97	\$27 999 510 28	\$26 949 440 73	\$650 069 55	\$362 569 351 79
-	-	-	-	-	-	1 316 990 80
-	-	-	-	-	-	28 432 340 17
-	-	-	-	-	-	4 600 643 62
-	-	-	-	-	-	308 283 98
-	-	-	-	-	-	346 025 585 91
-	-	-	-	-	-	7 613 883 23
-	-	-	-	-	-	651 303 90
-	-	-	-	-	-	6 763 411 81
-	-	-	-	-	-	9 035 634 35
-	-	-	-	-	-	33 031 154 93
-	-	-	-	-	-	4 099 603 49
-	-	-	-	-	-	3 077 625 67
-	-	-	-	-	-	6 604 902 36
-	-	-	-	-	-	5 592 391 33
-	-	-	-	-	-	620 587 70
-	-	-	-	-	-	16 502 358 65
-	-	-	-	-	-	350 955 988 96
-	-	-	-	-	-	1 729 028 60
517 483 46	\$20 466 176 49	\$1 051 306 97	\$27 999 510 28	\$26 949 440 73	\$650 069 55	\$1 189 691 071 25

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SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1928,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash			A
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	
1	Southern Pacific Company	\$333 456 085 74	\$307 441 147 05	\$26 014 938 69	\$533 842 91	\$419 557 36	\$114 285 55	\$21 589 546 85	\$20 931 585 29	\$657 961 56	
2	Alamogordo & Sacramento Mountain Ry. Co.	1 320 438 04	1 320 438 04	-	-	-	-	-	-	-	
3	Arizona Eastern R.R. Co.	29 504 814 36	29 504 814 36	-	2 885 75	2 885 75	-	-	-	-	
4	Arizona and New Mexico Ry. Co.	4 614 327 88	4 614 327 88	-	-	-	-	-	-	-	
5	Butte Mountain R.R. Co.	507 902 58	507 902 58	-	-	-	-	-	-	-	
6	Central Pacific Ry. Co.	351 051 323 20	351 051 323 20	-	18 076 95	18 076 95	-	-	-	-	
7	Dawson Ry. Co.	7 669 425 90	7 669 425 90	-	-	-	-	-	-	-	
8	El Paso & Northeastern R.R. Co.	662 398 45	662 398 45	-	-	-	-	-	-	-	
9	El Paso & Northeastern Ry. Co.	6 907 603 60	6 907 603 60	-	-	-	-	-	-	-	
10	El Paso & Rock Island Ry. Co.	9 207 822 92	9 207 822 92	-	-	-	-	-	-	-	
11	El Paso & Southwestern R.R. Co.	33 309 669 42	33 309 669 42	-	-	-	-	-	-	-	
12	El Paso & Southwestern R.R. Co. of Texas	4 163 324 38	4 163 324 38	-	1 914 75	1 914 75	-	-	-	-	
13	Inter-California Railway Co.	5 514 156 16	3 266 482 04	2 247 674 12	-	-	-	-	-	-	
14	New Mexico and Arizona R.R. Co.	6 636 178 15	6 636 178 15	-	-	-	-	-	-	-	
15	Phoenix and Eastern R.R. Co.	5 649 676 14	5 649 676 14	-	-	-	-	-	-	-	
16	Porterville Northeastern Ry. Co.	620 642 88	620 642 88	-	-	-	-	-	-	-	
17	South Pacific Coast Ry. Co.	16 578 169 17	16 578 169 17	-	47 208 67	47 208 67	-	-	-	-	
18	Southern Pacific R.R. Co.	355 857 343 22	355 857 343 22	-	-	-	-	-	-	-	
19	Tucson & Nogales R.R. Co.	1 744 719 71	1 744 719 71	-	-	-	-	-	-	-	
20	Total	\$1 174 976 021 90	\$1 146 713 409 09	\$28 262 612 81	\$533 929 03	\$489 643 48	\$114 285 55	\$21 589 546 85	\$20 931 585 29	\$657 961 56	

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.
 Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.
 Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.
 Lines 2 to 12, inclusive, and 14 to 19, inclusive, Columns (c), (d), (f), and (g) - Table 8 of S.P. Co. Annual Reports to Stockholders.
 Line 13, Column (e) - Table 23 of S.P. Co. Annual Report to Stockholders.
 Line 13, Columns (d) and (e) - Balance sheet of General Ledger - Inter-California Railway Co.

EXPLANATIONS: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.
 Line 13, Column (e) represents investment in Mexican Line of Inter-California Railway Co.

SUPPLIES, AS OF DECEMBER 31, 1928,
C LINES AND INVESTMENT IN OTHER LINES

Account 708 Cash			Account 71 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d+g+j+n) (o)
Total per Annual Reports (1)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (1)	On Hand by Pacific Lines (n)	On Hand by Other Lines (n)	
21 589 546 85	\$20 931 585 29	\$657 961 56	\$25 652 699 39	\$24 937 308 60	\$715 390 79	\$353 729 998 30
-	-	-	-	-	-	1 320 438 04
-	-	-	-	-	-	29 507 700 11
-	-	-	-	-	-	4 614 327 88
-	-	-	-	-	-	507 902 58
-	-	-	-	-	-	351 069 400 15
-	-	-	-	-	-	7 669 425 90
-	-	-	-	-	-	662 398 45
-	-	-	-	-	-	6 907 603 60
-	-	-	-	-	-	9 207 822 92
-	-	-	-	-	-	33 309 669 42
-	-	-	-	-	-	4 165 239 13
-	-	-	-	-	-	3 266 482 04
-	-	-	-	-	-	6 636 178 15
-	-	-	-	-	-	5 649 676 14
-	-	-	-	-	-	620 642 88
-	-	-	-	-	-	16 578 169 17
-	-	-	-	-	-	355 904 551 89
-	-	-	-	-	-	1 744 719 74
21 589 546 85	\$20 931 585 29	\$657 961 56	\$25 652 699 39	\$24 937 308 60	\$715 390 79	\$1 193 071 946 46

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SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1929,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Line No. (a)	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 703 Cash		
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand Other Lines (k)
1	Southern Pacific Company	\$332 153 440 09	\$311 333 340 99	\$20 820 099 10	\$555 514 40	\$432 499 96	\$123 014 44	\$24 777 431 00	\$24 125 153 90	\$652
2	Alamogordo & Sacramento Mountain Ry. Co.	1 321 920 54	1 321 920 54	-	-	-	-	-	-	-
3	Arizona Eastern R.R. Co.	30 022 116 54	30 022 116 54	-	2 885 75	2 885 75	-	-	-	-
4	Arizona and New Mexico Ry. Co.	4 615 242 76	4 615 242 76	-	-	-	-	-	-	-
5	Burre Mountain R.R. Co.	508 165 86	508 165 86	-	-	-	-	-	-	-
6	Central Pacific Ry. Co.	360 926 468 73	360 926 468 73	-	19 115 95	19 115 95	-	-	-	-
7	Dawson Ry. Co.	7 744 373 99	7 744 373 99	-	-	-	-	-	-	-
8	El Paso & Northeastern R.R. Co.	668 308 14	668 308 14	-	-	-	-	-	-	-
9	El Paso & Northeastern Ry. Co.	7 355 984 11	7 355 984 11	-	-	-	-	-	-	-
10	El Paso & Rock Island Ry. Co.	9 480 257 08	9 480 257 08	-	-	-	-	-	-	-
11	El Paso & Southwestern R.R. Co.	33 160 074 20	33 160 074 20	-	-	-	-	-	-	-
12	El Paso & Southwestern R.R. Co. of Texas	4 253 161 49	4 253 161 49	-	1 914 75	1 914 75	-	-	-	-
13	Inter-California Railway Co.	5 632 743 71	3 379 614 67	2 253 129 04	-	-	-	-	-	-
14	Nevada-California-Oregon Ry.	4 901 521 25	4 901 521 25	-	-	-	-	-	-	-
15	New Mexico and Arizona R.R. Co.	6 693 281 55	6 693 281 55	-	-	-	-	-	-	-
16	Phoenix and Eastern R.R. Co.	5 708 530 89	5 708 530 89	-	-	-	-	-	-	-
17	Porterville Northeastern Ry. Co.	623 890 34	623 890 34	-	-	-	-	-	-	-
18	South Pacific Coast Ry. Co.	16 286 286 27	16 286 286 27	-	-	-	-	-	-	-
19	Southern Pacific R.R. Co.	364 084 479 67	364 084 479 67	-	55 221 81	55 221 81	-	-	-	-
20	Tucson & Nogales R.R. Co.	1 735 663 44	1 735 663 44	-	-	-	-	-	-	-
21	Total	\$1 197 875 880 65	\$1 174 802 652 51	\$23 073 228 14	\$634 652 66	\$511 638 22	\$123 014 44	\$24 777 431 00	\$24 125 153 90	\$652

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.

Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.

Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.

Lines 2 to 12 inclusive, and 14 to 20 inclusive, Columns (c), (d), (f), and (g) - Table 8 of S.P. Co. Annual Report to Stockholders.

Line 13, Column (e) - Table 23 of S.P. Co. Annual Report to Stockholders.

Line 13, Columns (d) and (e) - Balance sheet of General Ledger - Inter-California Railway Co.

EXPLANATIONS: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

Line 13, Column (e) represents investment in Mexican Line of Inter-California Railway Co.

**SUPPLIES, AS OF DECEMBER 31, 1929,
C LINES AND INVESTMENT IN OTHER LINES**

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d+g+j+n) (o)
Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
\$24 777 431 00	\$24 125 153 90	\$652 277 10	\$23 487 980 73	\$23 062 243 86	\$425 736 87	\$358 953 238 71
-	-	-	-	-	-	1 321 920 54
-	-	-	-	-	-	30 025 002 29
-	-	-	-	-	-	4 615 242 76
-	-	-	-	-	-	308 165 86
-	-	-	-	-	-	360 945 584 68
-	-	-	-	-	-	7 744 373 99
-	-	-	-	-	-	668 308 14
-	-	-	-	-	-	7 355 984 11
-	-	-	-	-	-	9 480 267 08
-	-	-	-	-	-	33 160 074 20
-	-	-	-	-	-	4 255 076 24
-	-	-	-	-	-	3 379 614 67
-	-	-	-	-	-	4 901 521 25
-	-	-	-	-	-	6 693 281 55
-	-	-	-	-	-	5 708 530 89
-	-	-	-	-	-	623 850 34
-	-	-	-	-	-	16 286 286 27
-	-	-	-	-	-	364 139 701 48
-	-	-	-	-	-	1 735 663 44
\$24 777 431 00	\$24 125 153 90	\$652 277 10	\$23 487 980 73	\$23 062 243 86	\$425 736 87	\$1 222 501 688 49

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SOUTHERN PACIFIC COMPANY

DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1930,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES

Line	Name of Company (b)	Account 701 - Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash		
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)
1	Southern Pacific Company	\$341 705 348 88	\$320 902 299 90	\$20 803 088 98	\$546 893 18	\$416 017 02	\$130 876 16	\$18 435 131 41	\$17 819 044 67	\$616 086 74
2	Alamogordo & Sacramento Mountain Ry. Co.	1 324 547 51	1 324 547 51	-	-	-	-	-	-	-
3	Arizona Eastern R.R. Co.	30 178 860 33	30 178 860 33	-	2 885 75	2 885 75	-	-	-	-
4	Arizona and New Mexico Ry. Co.	4 615 825 44	4 615 825 44	-	-	-	-	-	-	-
5	Barro Mountain R.R. Co.	508 524 27	508 524 27	-	-	-	-	-	-	-
6	Central Pacific Ry. Co.	364 986 098 59	364 986 098 59	-	29 268 65	29 268 65	-	-	-	-
7	Dawson Ry. Co.	7 749 272 92	7 749 272 92	-	-	-	-	-	-	-
8	El Paso & Northeastern R.R. Co.	692 308 46	692 308 46	-	-	-	-	-	-	-
9	El Paso & Northeastern Ry. Co.	7 659 859 78	7 659 859 78	-	-	-	-	-	-	-
10	El Paso & Rock Island Ry. Co.	9 705 726 29	9 705 726 29	-	-	-	-	-	-	-
1	El Paso & Southwestern R.R. Co.	33 395 460 13	33 395 460 13	-	-	-	-	-	-	-
2	El Paso & Southwestern R.R. Co. of Texas	4 340 761 03	4 340 761 03	-	1 914 75	1 914 75	-	-	-	-
3	Inter-California Railway in California	3 702 041 99	3 702 041 99	-	-	-	-	-	-	-
4	Nevada-California-Oregon Railway	5 308 598 94	5 308 598 94	-	-	-	-	-	-	-
5	New Mexico and Arizona R.R. Co.	6 663 811 78	6 663 811 78	-	-	-	-	-	-	-
6	Phoenix and Eastern R.R. Co.	5 750 431 07	5 750 431 07	-	-	-	-	-	-	-
7	Porterville Northeastern Ry. Co.	624 512 97	624 512 97	-	-	-	-	-	-	-
8	South Pacific Coast Ry. Co.	16 424 129 94	16 424 129 94	-	-	-	-	-	-	-
9	Southern Pacific R.R. Co.	371 754 890 32	371 754 890 32	-	57 594 48	57 594 48	-	-	-	-
10	Tucson & Nogales R.R. Co.	1 751 303 15	1 751 303 15	-	-	-	-	-	-	-
1	Total	\$1 218 842 313 39	\$1 198 039 224 41	\$20 803 088 98	\$638 556 81	\$507 680 65	\$130 876 16	\$18 435 131 41	\$17 819 044 67	\$616 086 74

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.
Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.
Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.
Lines 2 to 20 inclusive, Columns (c), (d), (f), and (g) - Table 8 of S.P. Co. Annual Report to Stockholders.

EXPLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

PLIES, AS OF DECEMBER 31, 1930,
LINES AND INVESTMENT IN OTHER LINES

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. 8+9+10+11) (c)
Total per Annual Reports (1)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (1)	On Hand by Pacific Lines (n)	On Hand by Other Lines (o)	
\$ 435 131 41	\$17 819 044 67	\$616 086 74	\$25 856 847 93	\$25 308 637 72	\$548 210 21	\$364 445 999 31
-	-	-	-	-	-	1 324 547 51
-	-	-	-	-	-	30 181 746 08
-	-	-	-	-	-	4 615 825 44
-	-	-	-	-	-	308 524 27
-	-	-	-	-	-	365 015 367 24
-	-	-	-	-	-	7 749 272 92
-	-	-	-	-	-	692 308 46
-	-	-	-	-	-	7 699 857 78
-	-	-	-	-	-	9 705 726 29
-	-	-	-	-	-	33 390 460 13
-	-	-	-	-	-	4 342 675 78
-	-	-	-	-	-	3 702 041 99
-	-	-	-	-	-	5 308 998 94
-	-	-	-	-	-	6 663 811 78
-	-	-	-	-	-	5 750 431 07
-	-	-	-	-	-	624 512 97
-	-	-	-	-	-	16 424 129 94
-	-	-	-	-	-	371 812 484 80
-	-	-	-	-	-	1 751 303 15
\$ 435 131 41	\$17 819 044 67	\$616 086 74	\$25 856 847 93	\$25 308 637 72	\$548 210 21	\$1 241 674 587 45

SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1931,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash			To Ann.
	Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	
thern Pacific Company	\$343 186 839 41	\$322 488 735 72	\$20 698 103 69	\$599 080 73	\$420 356 61	\$138 724 12	\$19 109 310 02	\$18 607 718 93	\$501 591 09	\$24
ogordo & Sacramento Mountain Ry. Co.	1 322 530 37	1 322 530 37	-	-	-	-	-	-	-	-
sona Eastern R.R. Co.	30 216 234 09	30 216 234 09	-	2 885 75	2 885 75	-	-	-	-	-
sona and New Mexico Ry. Co.	4 209 296 36	4 209 296 36	-	-	-	-	-	-	-	-
ro-Mountain R.R. Co.	507 018 27	507 018 27	-	-	-	-	-	-	-	-
tral Pacific Ry. Co.	366 330 625 28	366 330 625 28	-	26 192 86	26 192 86	-	-	-	-	-
son Ry. Co.	7 708 623 21	7 708 623 21	-	-	-	-	-	-	-	-
Paso & Northeastern R.R. Co.	698 163 86	698 163 86	-	-	-	-	-	-	-	-
Paso & Northeastern Ry. Co.	7 680 995 30	7 680 995 30	-	-	-	-	-	-	-	-
Paso & Rock Island Ry. Co.	9 924 239 12	9 924 239 12	-	-	-	-	-	-	-	-
Paso & Southwestern R.R. Co.	33 344 900 17	33 344 900 17	-	-	-	-	-	-	-	-
Pasp & Southwestern R.R. Co. of Texas	4 349 980 69	4 349 980 69	-	1 914 75	1 914 75	-	-	-	-	-
er-California Railway in California	3 732 019 13	3 732 019 13	-	-	-	-	-	-	-	-
adi-California-Oregon Ry.	5 509 258 71	5 509 258 71	-	-	-	-	-	-	-	-
Mexico and Arizona R.R. Co.	5 909 868 84	5 909 868 84	-	-	-	-	-	-	-	-
enix and Eastern R.R. Co.	5 772 819 33	5 772 819 33	-	-	-	-	-	-	-	-
terville Northeastern Ry. Co.	625 681 12	625 681 12	-	-	-	-	-	-	-	-
th Pacific Coast Ry. Co.	16 448 751 68	16 448 751 68	-	-	-	-	-	-	-	-
thern Pacific R.R. Co.	374 073 702 43	374 073 702 43	-	59 931 17	59 931 17	-	-	-	-	-
son & Nogales R.R. Co.	1 754 726 12	1 754 726 12	-	-	-	-	-	-	-	-
Total	\$1 223 305 873 49	\$1 202 607 769 80	\$20 698 103 69	\$650 005 26	\$511 281 14	\$138 724 12	\$19 109 310 02	\$18 607 718 93	\$501 591 09	\$24

SEE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.

Line 1, Columns (d), (e), (g), (h), (j), and (n) - Balance sheets of General Ledger - S.P. Co.

Line 1, Columns (k) and (m) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.

Lines 2 to 20 inclusive, Columns (c), (d), (f), and (g) - Table 8 of S.P. Co. Annual Report to Stockholders.

ANALYSIS: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

IES, AS OF DECEMBER 31, 1931,
RES AND INVESTMENT IN OTHER LINES

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d+g+j+m) (o)
1 per Reports (1)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
09 310 02	\$18 607 718.93	\$501 591 09	\$24 516 356 70	\$24 160 734 42	\$355 622 28	\$365 677 545 68
-	-	-	-	-	-	1 322 530 37
-	-	-	-	-	-	30 219 119 84
-	-	-	-	-	-	4 209 296 36
-	-	-	-	-	-	507 018 27
-	-	-	-	-	-	366 356 818 14
-	-	-	-	-	-	7 708 623 21
-	-	-	-	-	-	698 163 86
-	-	-	-	-	-	7 680 595 30
-	-	-	-	-	-	9 924 239 12
-	-	-	-	-	-	33 344 900 17
-	-	-	-	-	-	4 351 895 44
-	-	-	-	-	-	3 732 019 13
-	-	-	-	-	-	5 809 258 71
-	-	-	-	-	-	5 909 868 84
-	-	-	-	-	-	5 772 819 33
-	-	-	-	-	-	625 681 12
-	-	-	-	-	-	16 448 751 68
-	-	-	-	-	-	374 133 633 60
-	-	-	-	-	-	1 754 726 12
09 310 02	\$18 607 718.93	\$501 591 09	\$24 516 356 70	\$24 160 734 42	\$355 622 28	\$1 245 887 504 29

SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1932,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Line No. (a)	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash		
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)
1	Southern Pacific Company	\$332 111 040 44	\$314 077 673 81	\$18 033 366 63	\$599 729 68	\$416 892 53	\$142 837 15	\$13 891 599 16	\$13 886 781 83	\$4 77
2	Alamogordo & Sacramento Mountain Ry. Co.	1 360 330 37	1 360 330 37	-	-	-	-	-	-	-
3	Arizona Eastern R.R. Co.	30 316 799 94	30 316 799 94	-	2 885 75	2 885 75	-	-	-	-
4	Arizona and New Mexico Ry. Co.	4 235 899 08	4 235 899 08	-	-	-	-	-	-	-
5	Barro Mountain R.R. Co.	507 023 66	507 023 66	-	-	-	-	-	-	-
6	Central Pacific Ry. Co.	369 700 186 05	369 700 186 05	-	21 956 25	21 956 25	-	-	-	-
7	Dawson Ry. Co.	7 707 871 15	7 707 871 15	-	-	-	-	-	-	-
8	El Paso & Northeastern R.R. Co.	701 323 99	701 323 99	-	-	-	-	-	-	-
9	El Paso & Northeastern Ry. Co.	7 782 803 17	7 782 803 17	-	-	-	-	-	-	-
10	El Paso & Rock Island Ry. Co.	9 965 767 51	9 965 767 51	-	-	-	-	-	-	-
11	El Paso & Southwestern R.R. Co.	35 167 317 25	35 167 317 25	-	-	-	-	-	-	-
12	El Paso & Southwestern R.R. Co. of Texas	4 333 857 16	4 333 857 16	-	1 914 75	1 914 75	-	-	-	-
13	Inter-California Railway in California	3 719 655 66	3 719 655 66	-	-	-	-	-	-	-
14	Nevada-California-Oregon Ry.	5 563 907 55	5 563 907 55	-	-	-	-	-	-	-
15	New Mexico and Arizona R.R. Co.	5 915 972 88	5 915 972 88	-	-	-	-	-	-	-
16	Phoenix and Eastern R.R. Co.	5 777 332 87	5 777 332 87	-	-	-	-	-	-	-
17	Porterville Northeastern Ry. Co.	626 201 72	626 201 72	-	-	-	-	-	-	-
18	South Pacific Coast Ry.	16 505 160 81	16 505 160 81	-	-	-	-	-	-	-
19	Southern Pacific R. R. Co.	371 064 639 22	371 064 639 22	-	58 500 61	58 500 61	-	-	-	-
20	Tucson & Nogales R.R. Co.	1 756 507 84	1 756 507 84	-	-	-	-	-	-	-
21	Total	\$1 214 819 597 92	\$1 196 786 231 29	\$18 033 366 63	\$644 987 04	\$502 149 89	\$142 837 15	\$13 891 599 16	\$13 886 781 83	\$4 77

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.
 Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.
 Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.
 Lines 2 to 20 inclusive, Columns (c), (d), (f), and (g) - Table 7 of S.P. Co. Annual Report to Stockholders.

EXPLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

**SUPPLIES, AS OF DECEMBER 31, 1932,
IN OTHER LINES AND INVESTMENT IN OTHER LINES**

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d+g+j+m) (e)
Total per Annual Reports (1)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (1)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
\$13 891 599 16	\$13 886 781 83	\$4 777 33	\$20 465 266 41	\$20 235 392 83	\$229 873 58	\$348 616 741 00
-	-	-	-	-	-	1 360 330 37
-	-	-	-	-	-	30 319 685 69
-	-	-	-	-	-	4 235 899 08
-	-	-	-	-	-	507 023 66
-	-	-	-	-	-	369 722 142 30
-	-	-	-	-	-	7 707 871 15
-	-	-	-	-	-	701 323 59
-	-	-	-	-	-	7 782 803 17
-	-	-	-	-	-	9 965 767 51
-	-	-	-	-	-	35 167 317 25
-	-	-	-	-	-	4 335 771 91
-	-	-	-	-	-	3 719 655 66
-	-	-	-	-	-	5 563 907 55
-	-	-	-	-	-	5 915 972 88
-	-	-	-	-	-	5 777 332 87
-	-	-	-	-	-	626 201 72
-	-	-	-	-	-	16 505 160 81
-	-	-	-	-	-	371 123 139 83
-	-	-	-	-	-	1 756 507 84
\$13 891 599 16	\$13 886 781 83	\$4 777 33	\$20 465 266 41	\$20 235 392 83	\$229 873 58	\$1 231 410 555 84

olders.

SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1933,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 703 Cash		
	Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)
Southern Pacific Company	\$331 835 957 03	\$313 828 144 67	\$18 007 812 36	\$208 883 50	\$64 447 18	\$144 436 32	\$19 220 605 79	\$19 210 979 82	\$9 625 97
Alamogordo & Sacramento Mountain Ry. Co.	1 362 209 84	1 362 209 84	-	-	-	-	-	-	-
Arizona Eastern R.R. Co.	29 894 631 43	29 894 631 43	-	2 885 75	2 885 75	-	-	-	-
Arizona and New Mexico Ry. Co.	3 550 032 47	3 550 032 47	-	-	-	-	-	-	-
Burre Mountain R.R. Co.	506 695 24	506 695 24	-	-	-	-	-	-	-
Central Pacific Ry. Co.	369 776 297 46	369 776 297 46	-	31 343 79	31 343 79	-	-	-	-
Duncan Ry. Co.	7 716 004 44	7 716 004 44	-	-	-	-	-	-	-
El Paso & Northeastern R.R. Co.	723 408 71	723 408 71	-	-	-	-	-	-	-
El Paso & Northeastern Ry. Co.	7 789 589 75	7 789 589 75	-	-	-	-	-	-	-
El Paso & Rock Island Ry. Co.	9 985 066 92	9 985 066 92	-	-	-	-	-	-	-
El Paso & Southwestern R.R. Co.	34 548 387 66	34 548 387 66	-	-	-	-	-	-	-
El Paso & Southwestern R.R. Co. of Texas	4 330 277 36	4 330 277 36	-	1 914 75	1 914 75	-	-	-	-
Inter-California Railway in California	3 718 863 17	3 718 863 17	-	-	-	-	-	-	-
Nevada-California-Oregon Railway	5 585 740 04	5 585 740 04	-	-	-	-	-	-	-
New Mexico and Arizona R.R. Co.	5 922 766 33	5 922 766 33	-	-	-	-	-	-	-
Phoenix and Eastern R.R. Co.	5 775 756 83	5 775 756 83	-	-	-	-	-	-	-
Porterville Northeastern Ry. Co.	626 713 95	626 713 95	-	-	-	-	-	-	-
South Pacific Coast Ry. Co.	16 399 695 61	16 399 695 61	-	-	-	-	-	-	-
Southern Pacific R.R. Co.	369 892 906 50	369 892 906 50	-	58 465 27	58 465 27	-	-	-	-
Tucson & Nogales R.R. Co.	1 754 960 90	1 754 960 90	-	-	-	-	-	-	-
Total	\$1 211 695 961 64	\$1 193 688 149 28	\$18 007 812 36	\$303 493 06	\$199 056 74	\$144 436 32	\$19 220 605 79	\$19 210 979 82	\$9 625 97

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.

Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.

Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.

Lines 2 to 20 inclusive, Columns (c), (d), (f), and (g) - Table 1 of S.P. Co. Annual Report to Stockholders.

EXPLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

OF DECEMBER 31, 1933,
INVESTMENT IN OTHER LINES

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d+g+j+m) (o)
On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (n)	On Hand by Other Lines (m)		
79 \$19 210 979 82	\$9 625 97	\$12 182 973 30	\$11 895 146 33	\$287 826 97		\$344 998 718 00
-	-	-	-	-	-	1 362 209 84
-	-	-	-	-	-	29 897 517 18
-	-	-	-	-	-	3 550 032 47
-	-	-	-	-	-	506 695 24
-	-	-	-	-	-	369 807 641 25
-	-	-	-	-	-	7 716 004 44
-	-	-	-	-	-	723 408 71
-	-	-	-	-	-	7 789 589 75
-	-	-	-	-	-	9 985 066 92
-	-	-	-	-	-	34 548 387 66
-	-	-	-	-	-	4 332 192 11
-	-	-	-	-	-	3 718 863 17
-	-	-	-	-	-	5 585 740 04
-	-	-	-	-	-	5 922 766 33
-	-	-	-	-	-	5 775 756 83
-	-	-	-	-	-	626 713 95
-	-	-	-	-	-	16 399 695 61
-	-	-	-	-	-	369 951 371 77
-	-	-	-	-	-	1 754 960 90
79 \$19 210 979 82	\$9 625 97	\$12 182 973 30	\$11 895 146 33	\$287 826 97		\$1 224 953 332 17

SOUTHERN PACIFIC COMPANY

DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1934,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES

Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash		
	Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)
Southern Pacific Company	\$333 315 907 89	\$317 878 757 47	\$15 437 150 42	\$221 678 86	\$59 943 70	\$161 735 16	\$25 754 124 49	\$25 746 807 69	\$7 316 8
Alamogordo & Sacramento Mountain Ry. Co.	1 351 055 42	1 351 055 42	-	-	-	-	-	-	-
Arizona Eastern R.R. Co.	29 615 814 33	29 615 814 33	-	2 885 75	2 885 75	-	-	-	-
Arizona and New Mexico Ry. Co.	3 277 772 28	3 277 772 28	-	-	-	-	-	-	-
Central Pacific Ry. Co.	367 876 877 72	367 876 877 72	-	21 780 18	21 780 18	-	-	-	-
Dawson Ry. Co.	7 713 571 20	7 713 571 20	-	-	-	-	-	-	-
El Paso & Northeastern R.R. Co.	724 347 62	724 347 62	-	-	-	-	-	-	-
El Paso & Northeastern Ry. Co.	7 732 369 77	7 732 369 77	-	-	-	-	-	-	-
El Paso & Rock Island Ry. Co.	10 006 022 44	10 006 022 44	-	-	-	-	-	-	-
El Paso & Southwestern R.R. Co.	34 334 963 21	34 334 963 21	-	-	-	-	-	-	-
El Paso & Southwestern R.R. Co. of Texas	4 342 052 66	4 342 052 66	-	1 914 75	1 914 75	-	-	-	-
Inter-California Railway in California .	3 719 875 31	3 719 875 31	-	-	-	-	-	-	-
Nevada-California-Oregon Ry.	5 587 815 44	5 587 815 44	-	-	-	-	-	-	-
South Pacific Coast Ry. Co.	15 812 296 48	15 812 296 48	-	-	-	-	-	-	-
Southern Pacific R.R. Co.	371 057 623 08	371 057 623 08	-	56 107 28	56 107 28	-	-	-	-
Total	\$1 196 468 364 85	\$1 181 031 214 43	\$15 437 150 42	\$304 366 82	\$142 631 66	\$161 735 16	\$25 754 124 49	\$25 746 807 69	\$7 316 8

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.

Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.

Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.

Lines 2 to 15 inclusive, Columns (c), (d), (f), and (g) - Table 1 of S.P. Co. Annual Report to Stockholders.

EXPLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

AS OF DECEMBER 31, 1934,
AND INVESTMENT IN OTHER LINES

Account 706 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d + e + j + m) (o)
per ports	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (n)	On Hand by Other Lines (o)	
124 49	\$25 746 807 69	\$7 316 80	\$12 684 824 38	\$12 377 255 94	\$307 568 44	\$356 062 764 80 1 351 055 42 29 618 700 08 3 277 772 28 367 898 657 90 7 713 571 20 724 347 62 7 732 369 77 10 006 022 44 34 334 963 21 4 343 967 41 3 719 875 31 5 587 815 44 15 812 296 48 371 113 730 36
124 49	\$25 746 807 69	\$7 316 80	\$12 684 824 38	\$12 377 255 94	\$307 568 44	\$1 219 297 909 72

SOUTHERN PACIFIC COMPANY

DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1935,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES

Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash			Am
	Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	
Southern Pacific Company	\$332 579 370 56	\$317 091 394 81	\$15 487 975 75	\$347 281 43	\$186 654 86	\$160 626 57	\$25 826 693 71	\$25 820 740 99	\$5 952 72	\$1
Alamogordo & Sacramento Mountain Ry. Co.	1 354 400 08	1 354 400 08	-	-	-	-	-	-	-	-
Arizona Eastern R.R. Co.	28 970 264 24	28 970 264 24	-	2 885 75	2 885 75	-	-	-	-	-
Central Pacific Ry. Co.	367 667 687 03	367 667 687 03	-	14 862 00	14 862 00	-	-	-	-	-
Dawson Ry. Co.	7 703 909 54	7 703 909 54	-	-	-	-	-	-	-	-
El Paso & Northeastern R.R. Co.	724 530 12	724 530 12	-	-	-	-	-	-	-	-
El Paso & Northeastern Ry. Co.	7 742 171 68	7 742 171 68	-	-	-	-	-	-	-	-
El Paso & Rock Island Ry. Co.	10 030 472 41	10 030 472 41	-	-	-	-	-	-	-	-
El Paso & Southwestern R.R. Co.	37 091 949 67	37 091 949 67	-	-	-	-	-	-	-	-
El Paso & Southwestern R.R. Co. of Texas	4 365 003 39	4 365 003 39	-	1 914 75	1 914 75	-	-	-	-	-
Nevada-California-Oregon Railway	5 601 924 47	5 601 924 47	-	-	-	-	-	-	-	-
South Pacific Coast Ry. Co.	15 997 052 20	15 997 052 20	-	-	-	-	-	-	-	-
Southern Pacific R.R. Co.	370 632 523 88	370 632 523 88	-	55 666 22	55 666 22	-	-	-	-	-
Total	\$1 190 061 259 27	\$1 174 573 283 52	\$15 487 975 75	\$422 610 15	\$261 983 58	\$160 626 57	\$25 826 693 71	\$25 820 740 99	\$5 952 72	\$1

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.
Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.
Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.
Lines 2 to 13 inclusive, Columns (c), (d), (f), and (g) - Table 1 of S.P. Co. Annual Report to Stockholders.

EXPLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

**PPLES, AS OF DECEMBER 31, 1935,
LINES AND INVESTMENT IN OTHER LINES**

Account 706 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. 4 & 5) (a)
Total per Annual Reports (1)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (1)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
5 826 693 71	\$25 820 740 99	\$5 952 72	\$11 771 102 91	\$11 523 936 99	\$247 166 32	\$354 622 727 25
-	-	-	-	-	-	1 354 400 08
-	-	-	-	-	-	28 973 149 99
-	-	-	-	-	-	367 682 549 03
-	-	-	-	-	-	7 703 909 54
-	-	-	-	-	-	724 530 12
-	-	-	-	-	-	7 742 171 68
-	-	-	-	-	-	10 030 472 41
-	-	-	-	-	-	37 091 949 67
-	-	-	-	-	-	4 366 918 14
-	-	-	-	-	-	5 601 924 47
-	-	-	-	-	-	15 997 052 20
-	-	-	-	-	-	370 688 190 10
5 826 693 71	\$25 820 740 99	\$5 952 72	\$11 771 102 91	\$11 523 936 99	\$247 166 32	\$1 212 179 944 68

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SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1936,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash			Total Ann
	Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	
Southern Pacific Company	\$325 804 300 57	\$310 391 111 86	\$15 413 188 71	\$348 428 91	\$187 054 83	\$161 374 08	\$23 371 808 10	\$23 353 088 06	\$18 720 04	\$11
Sanogordo & Sacramento Mountain Ry. Co.	1 374 984 22	1 374 984 22	-	-	-	-	-	-	-	-
Arizona Eastern R.R. Co.	28 997 225 47	28 997 225 47	-	2 885 75	2 885 75	-	-	-	-	-
Central Pacific Ry. Co.	372 253 763 08	372 253 763 08	-	16 047 66	16 047 66	-	-	-	-	-
Union Ry. Co.	7 675 034 23	7 675 034 23	-	-	-	-	-	-	-	-
1 Paso & Northeastern R.R. Co.	726 812 41	726 812 41	-	-	-	-	-	-	-	-
1 Paso & Northeastern Ry. Co.	7 710 288 53	7 710 288 53	-	-	-	-	-	-	-	-
1 Paso & Rock Island Ry. Co.	10 040 210 10	10 040 210 10	-	-	-	-	-	-	-	-
1 Paso & Southwestern R.R. Co.	37 872 796 34	37 872 796 34	-	-	-	-	-	-	-	-
1 Paso & Southwestern R.R. Co. of Texas	4 384 134 79	4 384 134 79	-	1 914 75	1 914 75	-	-	-	-	-
Avada-California-Oregon Ry.	5 607 976 78	5 607 976 78	-	-	-	-	-	-	-	-
outh Pacific Coast Ry. Co.	15 615 005 54	15 615 005 54	-	-	-	-	-	-	-	-
outhern Pacific R.R. Co.	369 773 314 96	369 773 314 96	-	55 651 64	55 651 64	-	-	-	-	-
Total	\$1 187 835 847 02	\$1 172 422 658 31	\$15 413 188 71	\$424 928 71	\$263 554 63	\$161 374 08	\$23 371 808 10	\$23 353 088 06	\$18 720 04	\$11

UNCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.
Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.
Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.
Lines 2 and 3 inclusive, Columns (c), (d), (f), and (g) - Table 1 of S.P. Co. Annual Report to Stockholders.

PLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

APPLIES, AS OF DECEMBER 31, 1936,
 LINES AND INVESTMENT IN OTHER LINES

Account 706 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d+g+j+m) (o)
Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
23 371 808 10	\$23 353 088 06	\$18 720 04	\$11 920 064 10	\$11 663 962 09	\$256 102 01	\$345 595 216 84
-	-	-	-	-	-	1 374 984 22
-	-	-	-	-	-	29 000 111 22
-	-	-	-	-	-	372 269 810 74
-	-	-	-	-	-	7 675 034 23
-	-	-	-	-	-	726 812 41
-	-	-	-	-	-	7 710 288 53
-	-	-	-	-	-	10 040 210 10
-	-	-	-	-	-	37 872 796 34
-	-	-	-	-	-	4 386 049 54
-	-	-	-	-	-	5 607 976 78
-	-	-	-	-	-	15 615 005 54
-	-	-	-	-	-	369 828 966 60
23 371 808 10	\$23 353 088 06	\$18 720 04	\$11 920 064 10	\$11 663 962 09	\$256 102 01	\$1 207 703 263 09

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SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1937,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Line No. (a)	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash		
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)
1	Southern Pacific Company	\$353 606 389 06	\$338 111 125 30	\$15 495 263 76	\$361-814 68	\$199 969 78	\$161 844 90	\$5 212 073 80	\$5 202 254 71	\$9 819 0
2	Arizona Eastern R.R. Co.	29 091 852 16	29 091 852 16	-	2 885 75	2 885 75	-	-	-	-
3	Central Pacific Ry. Co.	374 625 395 22	374 625 395 22	-	16 289 96	16 289 96	-	-	-	-
4	Dawson Ry. Co.	7 682 281 93	7 682 281 93	-	-	-	-	-	-	-
5	El Paso & Rock Island Ry. Co.	10 061 989 75	10 061 989 75	-	-	-	-	-	-	-
6	El Paso & Southwestern R.R. Co.	46 745 386 69	46 745 386 69	-	-	-	-	-	-	-
7	El Paso & Southwestern R.R. Co. of Texas .	5 224 248 09	5 224 248 09	-	1 914 75	1 914 75	-	-	-	-
8	Nevada-California-Oregon Ry.	5 602 002 64	5 602 002 64	-	-	-	-	-	-	-
9	Southern Pacific R.R. Co.	370 001 042 21	370 001 042 21	-	55 285 66	55 285 66	-	-	-	-
10	Total	\$1 202 640 587 75	\$1 187 145 323 99	\$15 495 263 76	\$438 190 80	\$276 345 90	\$161 844 90	\$5 212 073 80	\$5 202 254 71	\$9 819 0

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 1 of Annual Report to Stockholders.

Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.

Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.

Lines 2 to 9 inclusive, Columns (c), (d), (f), and (g) - Table 1 of S.P. Co. Annual Report to Stockholders.

EXPLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

LIES, AS OF DECEMBER 31, 1937,
ONES AND INVESTMENT IN OTHER LINES

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d+g+j+m) (o)
Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
212 073 80	\$5 202 254 71	\$9 819 09	\$14 070 332 81	\$13 765 385 64	\$304 947 17	\$357 278 735 43
-	-	-	-	-	-	29 094 737 91
-	-	-	-	-	-	374 641 685 18
-	-	-	-	-	-	7 682 281 93
-	-	-	-	-	-	10 061 989 75
-	-	-	-	-	-	46 745 386 69
-	-	-	-	-	-	5 226 162 84
-	-	-	-	-	-	5 602 002 64
-	-	-	-	-	-	370 056 327 87
212 073 80	\$5 202 254 71	\$9 819 09	\$14 070 332 81	\$13 765 385 64	\$304 947 17	\$1 286 389 310 24

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SOUTHERN PACIFIC COMPANY

**DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1938,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES**

Line No. (a)	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 708 Cash		
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)
1	Southern Pacific Company	\$351 398 971 74	\$335 693 525 47	\$15 505 446 27	\$361 962 03	\$300 117 13	\$161 844 90	\$18 561 625 45	\$18 537 535 67	\$24 089 78
2	Arizona Eastern R.R. Co.	29 156 615 38	29 156 615 38	-	2 885 75	2 885 75	-	-	-	-
3	Central Pacific Ry. Co.	374 636 514 38	374 636 514 38	-	5 180 03	5 180 03	-	-	-	-
4	Duncan Ry. Co.	7 675 260 85	7 675 260 85	-	-	-	-	-	-	-
5	El Paso & Rock Island Ry. Co.	10 073 880 41	10 073 880 41	-	-	-	-	-	-	-
6	El Paso & Southwestern R.R. Co.	46 588 632 34	46 588 632 34	-	-	-	-	-	-	-
7	El Paso & Southwestern R.R. Co. of Texas	5 219 486 49	5 219 486 49	-	1 914 75	1 914 75	-	-	-	-
8	Nevada-California-Oregon Ry.	5 616 319 97	5 616 319 97	-	-	-	-	-	-	-
9	Southern Pacific R.R. Co.	370 708 255 23	370 708 255 23	-	55 285 83	55 285 83	-	-	-	-
10	Total	\$1 200 893 936 99	\$1 185 388 490 72	\$15 505 446 27	\$427 228 39	\$265 383 49	\$161 844 90	\$18 561 625 45	\$18 537 535 67	\$24 089 78

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 2 of Annual Report to Stockholders.
 Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.
 Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.
 Lines 2 to 9, inclusive, Columns (c), (d), (f), and (g) - Table 2 of S.P. Co. Annual Report to Stockholders.

EXPLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

APPLIES, AS OF DECEMBER 31, 1938,
IN OTHER LINES AND INVESTMENT IN OTHER LINES

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. 4 + 5 + 6 + 7 + 8) (e)
Total per Annual Reports (1)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (1)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
\$ 561 625 45	\$18 537 535 67	\$24 089 78	\$10 424 663 11	\$10 232 571 70	\$192 091 41	\$364 663 749 97
-	-	-	-	-	-	29 159 501 33
-	-	-	-	-	-	374 661 694 41
-	-	-	-	-	-	7 675 260 85
-	-	-	-	-	-	10 073 880 41
-	-	-	-	-	-	46 588 632 34
-	-	-	-	-	-	5 221 401 24
-	-	-	-	-	-	5 616 319 97
-	-	-	-	-	-	370 763 54 06
\$ 561 625 45	\$18 537 535 67	\$24 089 78	\$10 424 663 11	\$10 232 571 70	\$192 091 41	\$1 214 423 981 58

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SOUTHERN PACIFIC COMPANY

DETAILS OF TOTAL PROPERTY INVESTMENT, INCLUDING CASH AND MATERIAL AND SUPPLIES, AS OF DECEMBER 31, 1939,
WITH SEGREGATION THEREOF AS BETWEEN INVESTMENT IN LINES OPERATED AS PACIFIC LINES AND INVESTMENT IN OTHER LINES

	Name of Company (b)	Account 701 Investment in Road and Equipment			Account 702 Improvements on Leased Railway Property			Account 706 Cash			Total Assets (n)
		Total per Annual Reports (c)	Invested in Pacific Lines (d)	Invested in Other Lines (e)	Total per Annual Reports (f)	Improvements by Pacific Lines (g)	Improvements by Other Lines (h)	Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	
1	Southern Pacific Company	\$348 350 321 67	\$332 794 651 52	\$15 555 670 15	\$368 825 69	\$201 235 31	\$167 590 38	\$24 927 852 48	\$24 919 229 84	\$8 622 64	\$10
2	Arizona Eastern R.R. Co.	29 098 137 96	29 098 137 96	-	2 885 75	2 885 75	-	-	-	-	-
3	Central Pacific Ry. Co.	375 240 337 13	375 240 337 13	-	6 358 47	6 358 47	-	-	-	-	-
4	Duncan Ry. Co.	7 666 751 71	7 666 751 71	-	-	-	-	-	-	-	-
5	El Paso & Rock Island Ry. Co.	10 116 744 32	10 116 744 32	-	-	-	-	-	-	-	-
6	El Paso & Southwestern R.R. Co.	46 548 989 38	46 548 989 38	-	-	-	-	-	-	-	-
7	El Paso & Southwestern R.R. Co. of Texas	5 307 726 63	5 307 726 63	-	1 914 75	1 914 75	-	-	-	-	-
8	Nevada-California-Oregon Ry.	5 621 505 71	5 621 505 71	-	-	-	-	-	-	-	-
9	Southern Pacific R.R. Co.	368 679 135 18	368 679 135 18	-	59 311 18	59 311 18	-	-	-	-	-
0	Total	\$1 196 629 649 69	\$1 181 073 979 54	\$15 555 670 15	\$439 295 84	\$271 705 46	\$167 590 38	\$24 927 852 48	\$24 919 229 84	\$8 622 64	\$10

SOURCE: Line 1, Columns (c), (f), (i), and (l) - Schedule 200A of Annual Report to Interstate Commerce Commission or Table 2 of Annual Report to Stockholders.
Line 1, Columns (d), (e), (g), (h), (j), and (m) - Balance sheets of General Ledger - S.P. Co.
Line 1, Columns (k) and (n) - Balance sheets of General Ledger - S.P. Co. - Atlantic Steamship Lines.
Lines 2 to 9 inclusive, Columns (c), (d), (f), and (g) - Table 2 of S.P. Co. Annual Report to Stockholders.

EXPLANATION: Line 1, Columns (e), (h), (k), and (n) represent investment in Atlantic Steamship Lines of S.P. Co.

**SUPPLIES, AS OF DECEMBER 31, 1939,
C LINES AND INVESTMENT IN OTHER LINES**

Account 708 Cash			Account 716 Material and Supplies			Total Property Investment Including Cash and Material and Supplies Pacific Lines (Col. d+g+j+m) (o)
Total per Annual Reports (i)	On Hand by Pacific Lines (j)	On Hand by Other Lines (k)	Total per Annual Reports (l)	On Hand by Pacific Lines (m)	On Hand by Other Lines (n)	
24 927 852 48	\$24 919 229 84	\$8 622 64	\$10 317 027 15	\$10 040 215 63	\$276 811 52	\$367 955 322 30
-	-	-	-	-	-	29 101 023 71
-	-	-	-	-	-	375 246 695 60
-	-	-	-	-	-	7 666 751 71
-	-	-	-	-	-	10 116 744 32
-	-	-	-	-	-	46 548 989 38
-	-	-	-	-	-	5 309 641 38
-	-	-	-	-	-	5 621 505 71
-	-	-	-	-	-	368 738 446 36
24 927 852 48	\$24 919 229 84	\$8 622 64	\$10 317 027 15	\$10 040 215 63	\$276 811 52	\$1 216 305 130 47

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Defendant's Exhibit No. 173 (Witness Masson)
Jan. 15, 1941

SOUTHERN PACIFIC TRANSPORTATION SYSTEM
(Including Southern Pacific Company-Pacific Lines, Southern Pacific Steamship Lines and Texas and New Orleans RR Co.)

INCOME ACCOUNT FOR THE CALENDAR YEARS 1925 TO 1939, INCLUSIVE

Item	1925	1926	1927	1928	1929	1930	1931
OPERATING INCOME							
1. Total railway operating revenues	\$293 074 553	\$298 800 998	\$297 745 406	\$300 104 028	\$310 940 138	\$258 758 129	\$198 642 176
2. Total railway operating expenses	215 609 318	215 595 480	216 179 192	216 734 202	219 698 403	187 964 862	151 708 585
3. Net revenue from railway operations	\$77 465 235	\$83 205 518	\$79 566 214	\$83 369 826	\$91 270 735	\$71 113 267	\$46 933 591
4. Railway tax accruals	21 275 282	21 476 811	21 213 512	21 525 126	22 263 607	19 241 663	17 056 835
5. Uncollectible railway revenues	95 349	80 823	132 124	75 568	72 990	82 580	61 348
6. Equipment and joint facility rents - Net Dr.	1 780 845	1 851 166	6 616 510	6 860 730	9 192 278	8 685 164	7 850 989
7. Net railway operating income	\$50 313 759	\$55 796 718	\$51 604 068	\$54 908 101	\$59 741 860	\$43 108 640	\$21 964 455
OTHER INCOME							
8. Revenues from miscellaneous operations					\$263 503	\$575 100	\$843 914
9. Other income	\$12 299 443	\$11 907 022	\$11 037 275	\$13 300 658	\$17 852 215	\$18 824 282	\$17 289 407
10. Total other income	\$12 299 443	\$11 907 022	\$11 037 275	\$13 300 658	\$18 025 718	\$19 399 382	\$17 513 321
11. Total income	\$62 613 202	\$67 703 740	\$62 641 343	\$68 208 759	\$77 817 578	\$62 508 042	\$39 477 776
MISCELLANEOUS DEDUCTIONS FROM INCOME							
12. Expenses of miscellaneous operations					\$223 903	\$554 158	\$621 038
13. Taxes on miscellaneous operating property							
14. Other miscellaneous deductions from income	\$1 146 038	\$1 341 840	\$1 301 181	\$1 083 114	\$1 733 957	1 668 678	1 552 046
15. Total miscellaneous deductions	\$1 146 038	\$1 341 840	\$1 301 181	\$1 083 114	\$1 957 860	\$2 222 836	\$2 175 184
16. Income available for fixed charges	\$61 467 164	\$66 361 900	\$61 340 162	\$67 125 645	\$75 879 718	\$60 285 206	\$37 302 692
FIXED CHARGES							
17. Interest on funded debt - Bonds and notes	\$25 335 857	\$27 034 924	\$27 107 506	\$27 380 647	\$27 552 433	\$28 816 753	\$29 896 436
18. Other fixed charges	473 897	535 602	520 132	716 385	892 355	784 350	689 854
19. Total fixed charges	\$25 809 754	\$27 570 526	\$27 627 638	\$28 097 032	\$28 444 788	\$29 601 103	\$30 586 290
20. Net income or deficit	\$35 657 410	\$38 791 374	\$33 712 524	\$39 028 613	\$47 434 930	\$30 684 103	\$7 716 402
21. Number of times fixed charges earned (16 ÷ 19)	2.38	2.41	2.22	2.39	2.67	2.04	1.23
22. Dividends paid on capital stock of Southern Pacific Company	\$22 342 854	\$22 342 854	\$22 342 854	\$22 342 854	\$22 342 871	\$22 342 908	\$20 480 999
1932							
OPERATING INCOME							
1. Total railway operating revenues	\$142 997 140	\$129 860 962	\$149 192 709	\$163 383 512	\$204 338 550	\$225 016 912	\$200 070 814
2. Total railway operating expenses	115 202 961	102 174 151	131 579 214	123 898 159	148 233 849	172 912 616	157 246 669
3. Net revenue from railway operations	\$27 794 179	\$27 686 811	\$35 613 495	\$39 485 353	\$56 104 701	\$52 104 296	\$42 824 145
4. Railway tax accruals	14 768 413	12 435 776	12 274 874	12 035 942	12 092 093	16 998 747	17 930 065
5. Uncollectible railway revenues	55 999	144 181	8 706	35 511			
6. Equipment and joint facility rents - Net Dr.	6 563 650	5 847 860	6 343 667	7 992 020	9 925 928	11 489 208	10 297 077
7. Net railway operating income	\$5 462 157	\$9 057 074	\$17 003 658	\$20 319 880	\$34 086 680	\$22 616 281	\$14 297 003
OTHER INCOME							
8. Revenues from miscellaneous operations	\$493 845	\$425 543	\$477 312	\$541 330	\$586 864	\$256 095	\$223 613
9. Other income	20 635 954	18 389 909	15 752 950	13 639 629	12 234 773	10 884 222	11 952 500
10. Total other income	\$21 129 799	\$18 815 452	\$16 230 262	\$14 180 959	\$12 821 637	\$11 340 317	\$12 278 113
11. Total income	\$26 725 756	\$27 872 526	\$33 233 920	\$34 500 839	\$46 908 317	\$33 956 598	\$26 575 116
MISCELLANEOUS DEDUCTIONS FROM INCOME							
12. Expenses of miscellaneous operations	\$493 894	\$416 154	\$455 665	\$507 129	\$546 243	\$255 988	\$220 151
13. Taxes on miscellaneous operating property			976	14 423	16 274	7 300	5 180
14. Other miscellaneous deductions from income	1 346 177	1 546 517	1 363 378	1 054 185	1 245 218	1 236 022	1 452 378
15. Total miscellaneous deductions	\$1 840 071	\$1 962 671	\$1 819 043	\$1 571 732	\$1 807 525	\$1 499 310	\$1 677 709
16. Income available for fixed charges	\$24 885 685	\$25 910 855	\$31 414 877	\$32 929 107	\$45 080 792	\$32 457 288	\$24 907 407
FIXED CHARGES							
17. Interest on funded debt - Bonds and notes	\$29 708 350	\$29 516 168	\$29 534 965	\$29 287 068	\$29 606 847	\$30 821 047	\$29 429 423
18. Other fixed charges	766 504	1 366 234	1 678 797	1 293 474	579 604	662 448	1 299 272
19. Total fixed charges	\$30 474 854	\$30 882 402	\$31 213 762	\$30 580 542	\$30 186 451	\$31 483 495	\$30 728 695
20. Net income or deficit	\$14 410 831	\$15 028 453	\$2 201 115	\$4 348 565	\$14 894 341	\$2 973 793	\$4 178 711
21. Number of times fixed charges earned (16 ÷ 19)	.41	.44	1.01	1.08	1.47	1.02	.78
22. Dividends paid on capital stock of Southern Pacific Company							

Deficit.

SOURCE: Annual Reports of the Southern Pacific Company to Stockholders.

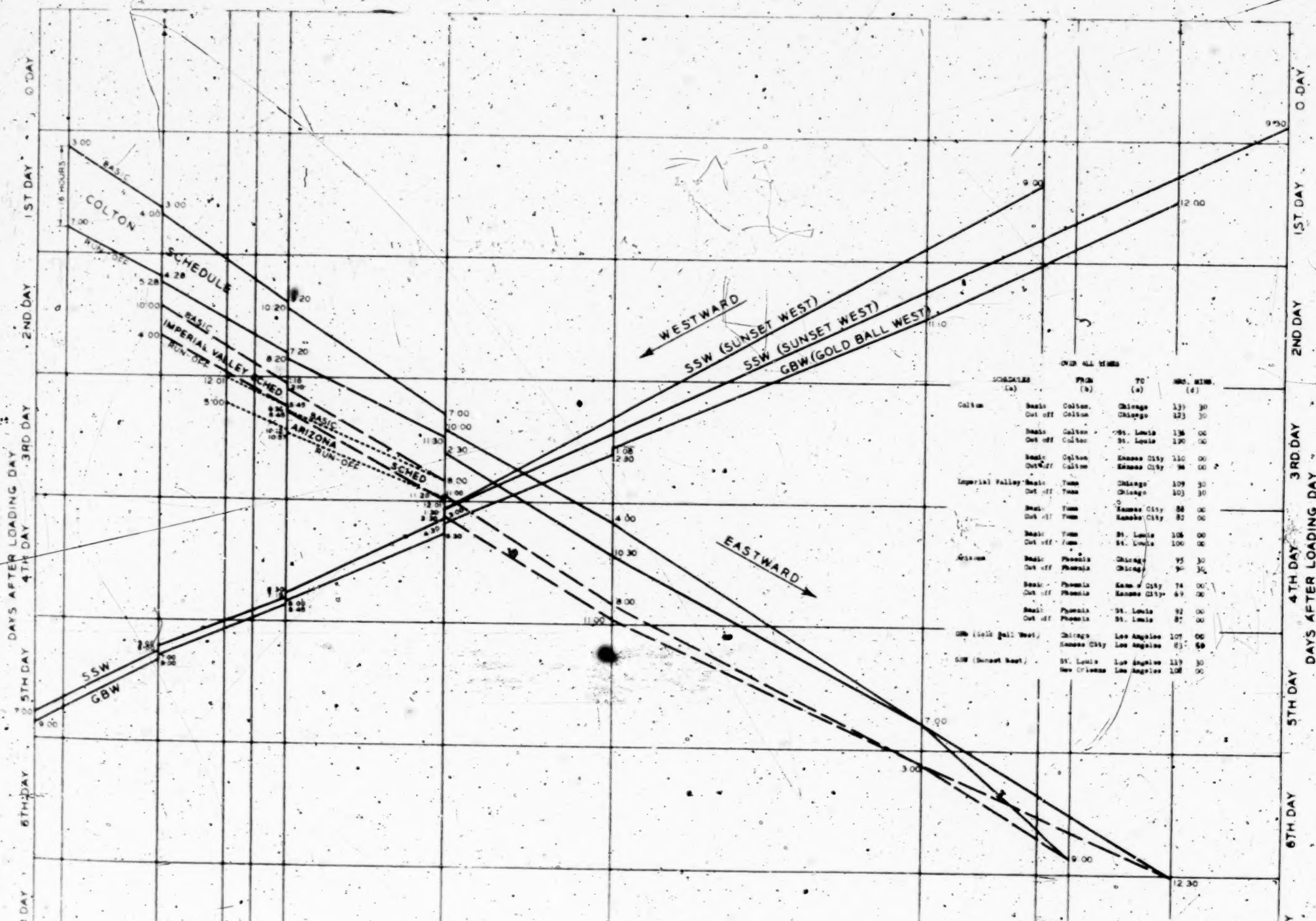
Defendant's Exhibit No. 174 (Witness Masson)
Jan. 15, 1941

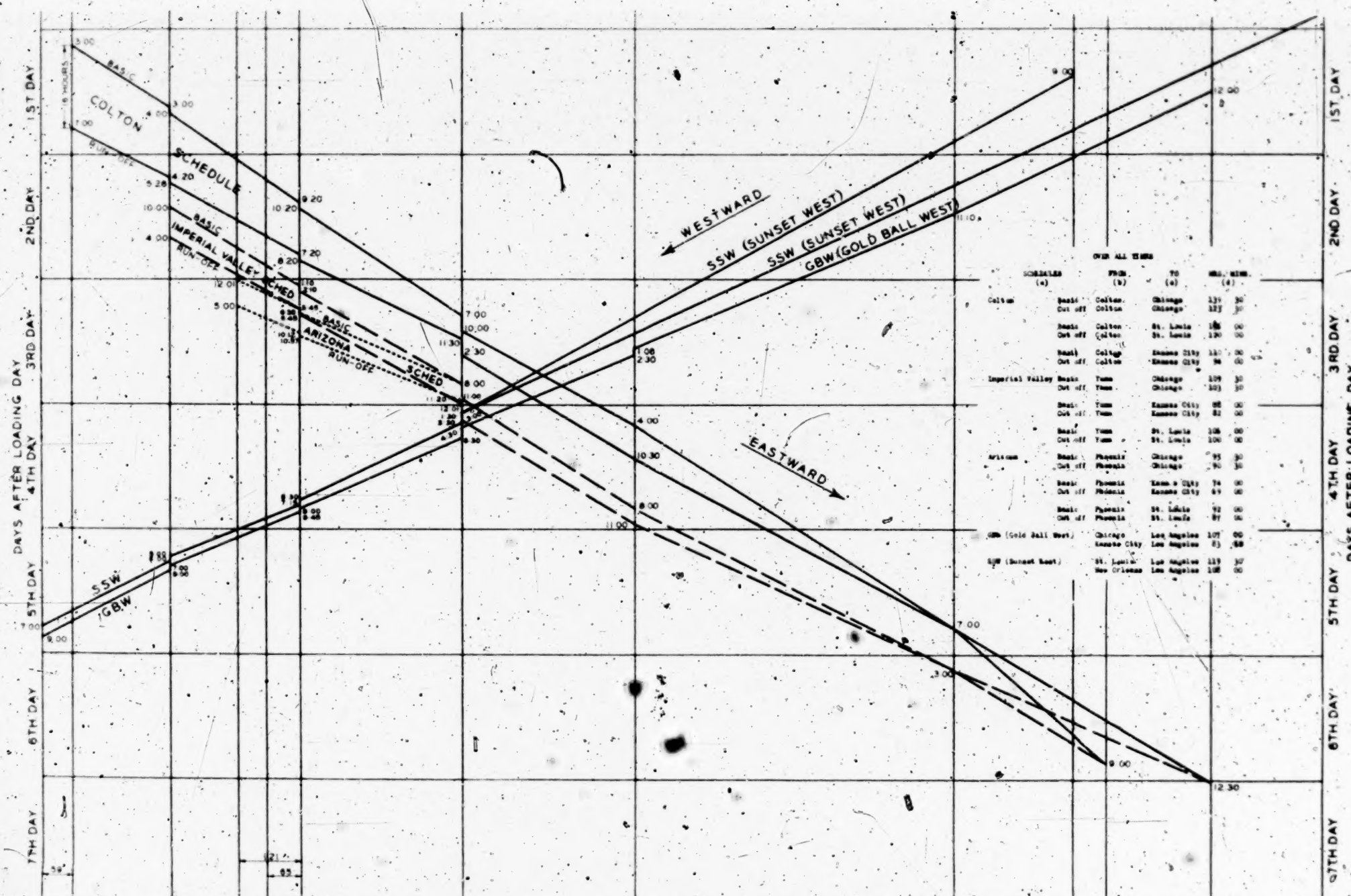
SOUTHERN PACIFIC COMPANY

SUMMARY OF AUTHORIZATIONS GRANTED BY INTERSTATE COMMERCE COMMISSION
UNDER SECTION 20a OF INTERSTATE COMMERCE ACT, TO ASSUME OBLIGATION
AND LIABILITY IN RESPECT OF VARIOUS ISSUES OF
EQUIPMENT TRUST CERTIFICATES

Trust		I.C.C. Finance Docket Number	Date of I.C.C. Order	I.C.C. Pub- lished Report Reference
Series (a)	Date (b)	(c)	(d)	(e)
F	Dec. 1, 1923	3331	Dec. 8, 1923	86-ICC-35
G	May 1, 1924	3589	May 14, 1924	90-ICC-45
H	June 1, 1925	4864	June 24, 1925	99-ICC-303
I	June 1, 1926	5506	May 24, 1926	111-ICC-255
J	July 1, 1927	6389	July 18, 1927	131-ICC-23
K	Aug. 1, 1928	7062	Aug. 14, 1928	145-ICC-305
L	June 1, 1929	7628	June 14, 1929	154-ICC-367
M	May 1, 1930	8216	May 14, 1930	162-ICC-602
N	Nov. 2, 1936	11391	Nov. 16, 1936	217-ICC-500
O	Mar. 1, 1937	11564	Mar. 12, 1937	221-ICC-167
P	Aug. 1, 1939	12481	Aug. 7, 1939	233-ICC-641
Q	Oct. 1, 1940	13032	Sept. 24, 1940	242-ICC-108

Defendant's Exhibit No. ~~10~~ 176 (Witness Baker)
Jan. 15, 1941





OVER ALL TIMES

SCHEDULES (a)	FROM (b)	TO (c)	WEEK (d)
Colton	Basic	Colton	Chicago
	Out off	Colton	Chicago
	Basic	Colton	St. Louis
	Out off	Colton	St. Louis
	Basic	Colton	Kansas City
	Out off	Colton	Kansas City
Imperial Valley	Basic	Yuma	Chicago
	Out off	Yuma	Chicago
	Basic	Yuma	Kansas City
	Out off	Yuma	Kansas City
	Basic	Yuma	St. Louis
	Out off	Yuma	St. Louis
Arizona	Basic	Phoenix	Chicago
	Out off	Phoenix	Chicago
	Basic	Phoenix	Kansas City
	Out off	Phoenix	Kansas City
	Basic	Phoenix	St. Louis
	Out off	Phoenix	St. Louis
GBW (Gold Ball West)	Chicago	Los Angeles	107 00
	Kansas City	Los Angeles	83 00
SSW (Sunset West)	St. Louis	Los Angeles	119 30
	New Orleans	Los Angeles	108 00

LOS ANGELES
COLTON
YUMA - 194
PHOENIX
NOGALES
TUCSON - 445
EL PASO - 757
TUCUMCARI - 1095
KANSAS CITY - 1702
NEW ORLEANS - 1991
ST LOUIS - 1998
CHICAGO - 2197
ST LOUIS - 2456
FROM LOS ANGELES
VIA COUNCILMAN

NOTE: SCHEDULES SUBJECT TO CHANGE
AND CANNOT BE USED FOR
TRAVEL IN ARIZONA, NEW MEXICO
AND TEXAS

SOUTHERN PACIFIC COMPANY
(Pacific Lines)
SCHEDULES
AND
TIMETABLES
SUBJECT TO CHANGE

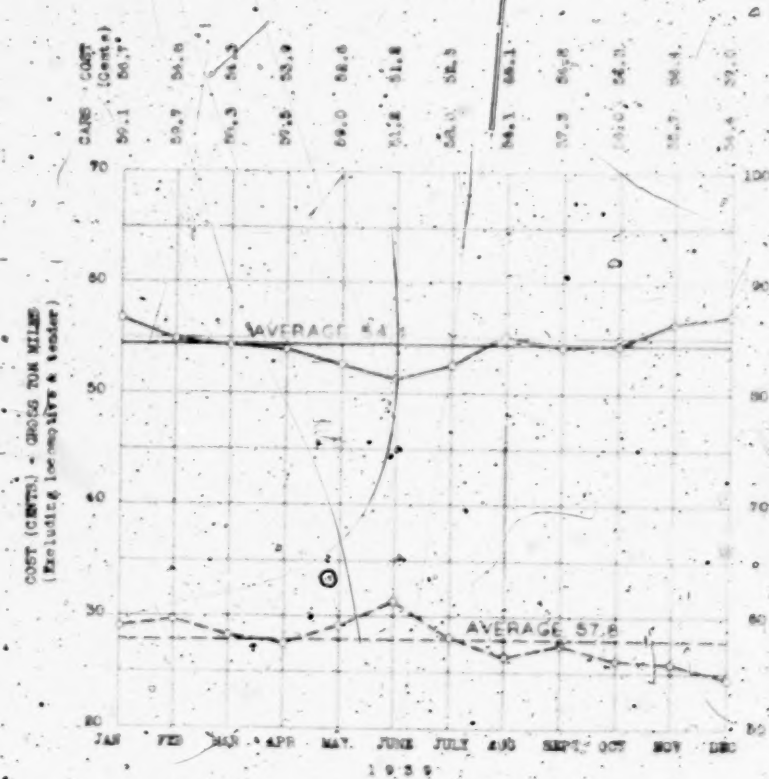
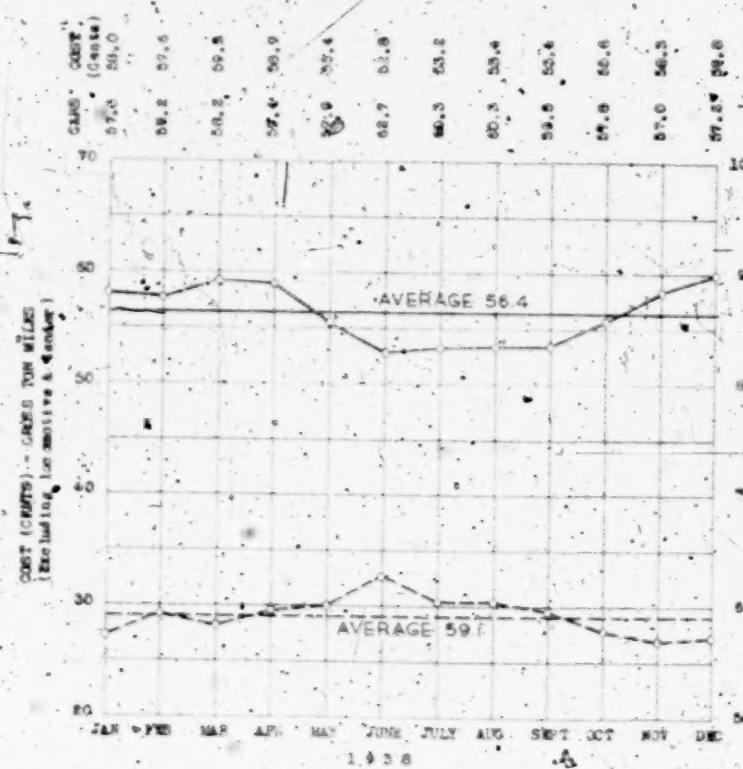
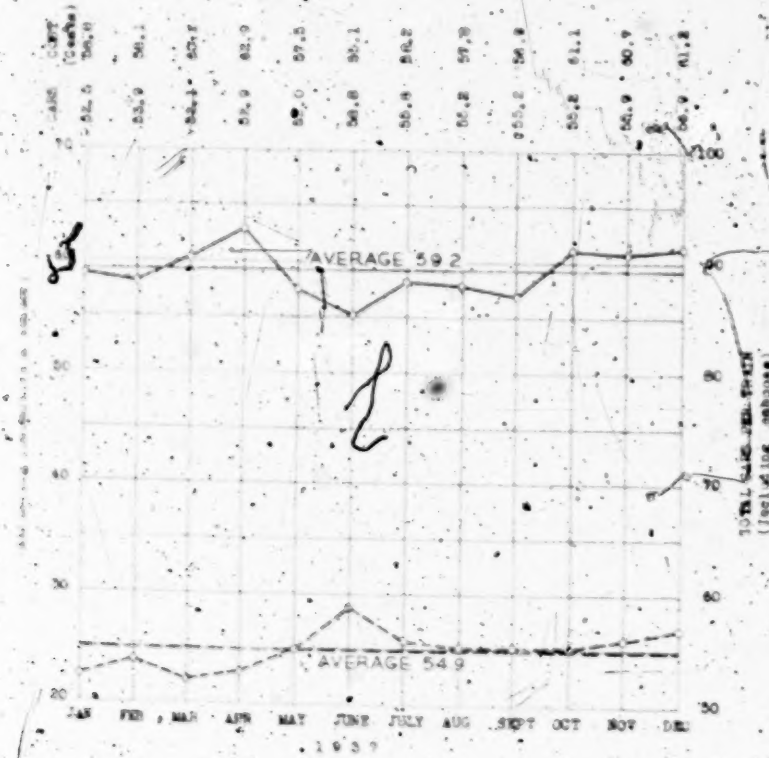
Defendant's Exhibit No. 177 (Witness Herbert)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

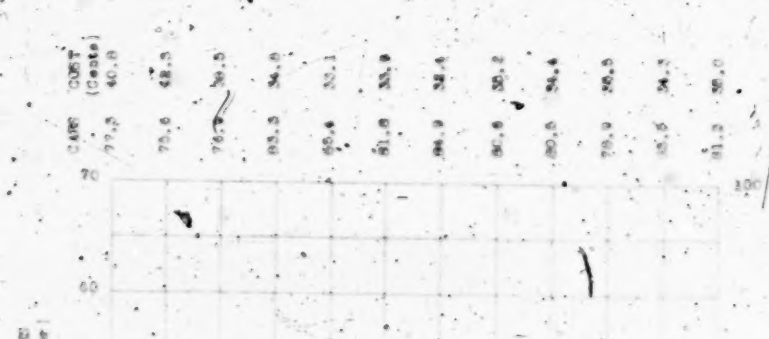
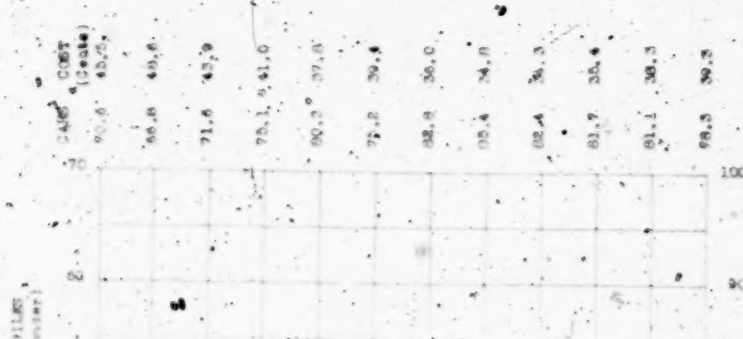
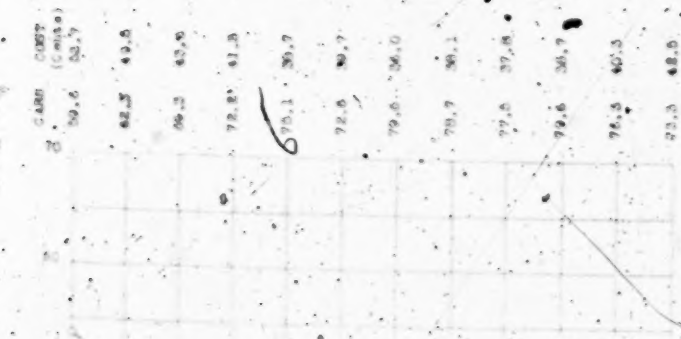
AVERAGE CARS PER FREIGHT TRAIN VERSUS
COST PER 1000 GROSS TON MILES
MAIN & BRANCH LINE - FORM 521 FREIGHT STATISTICS

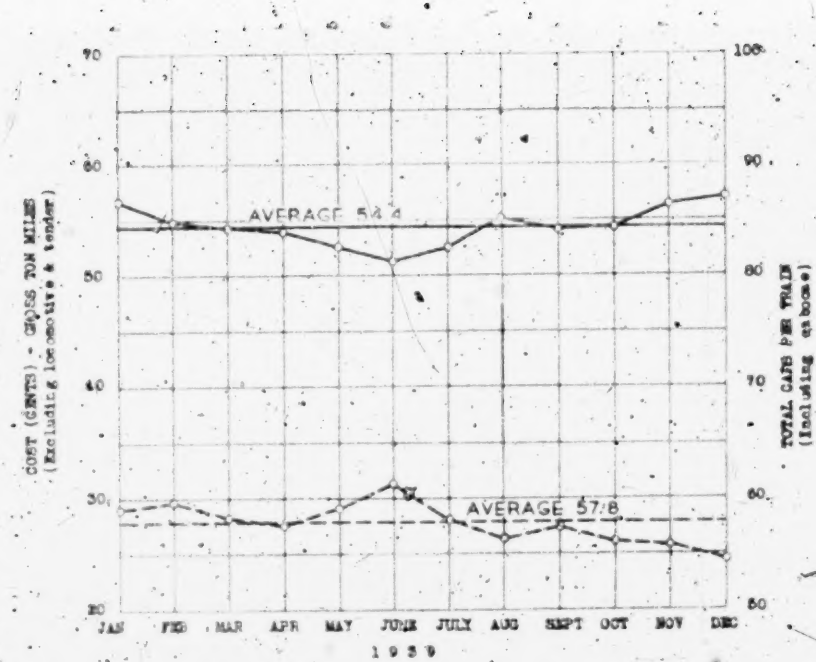
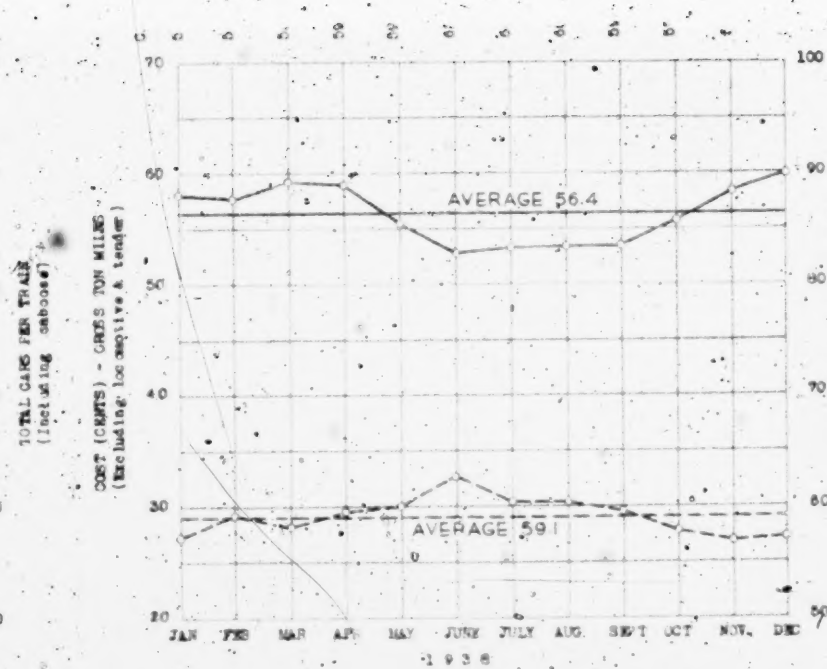
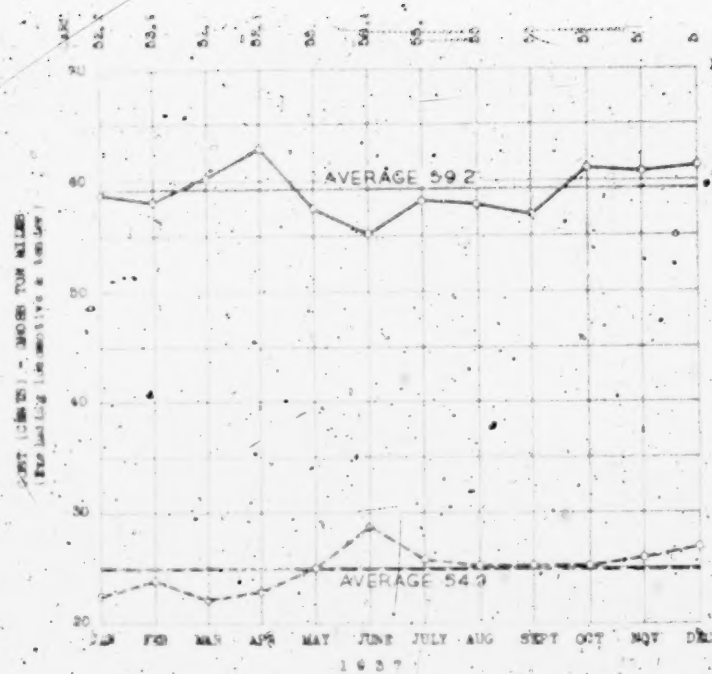
TUCSON AND SALT LAKE DIVISIONS
FOR THE YEARS 1937, 1938 AND 1939

TUCSON DIVISION

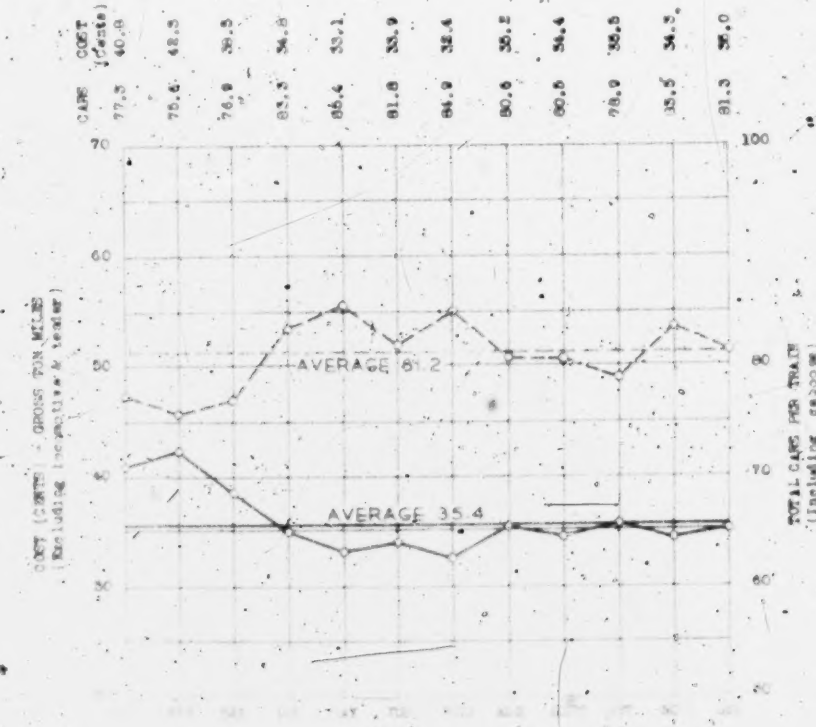
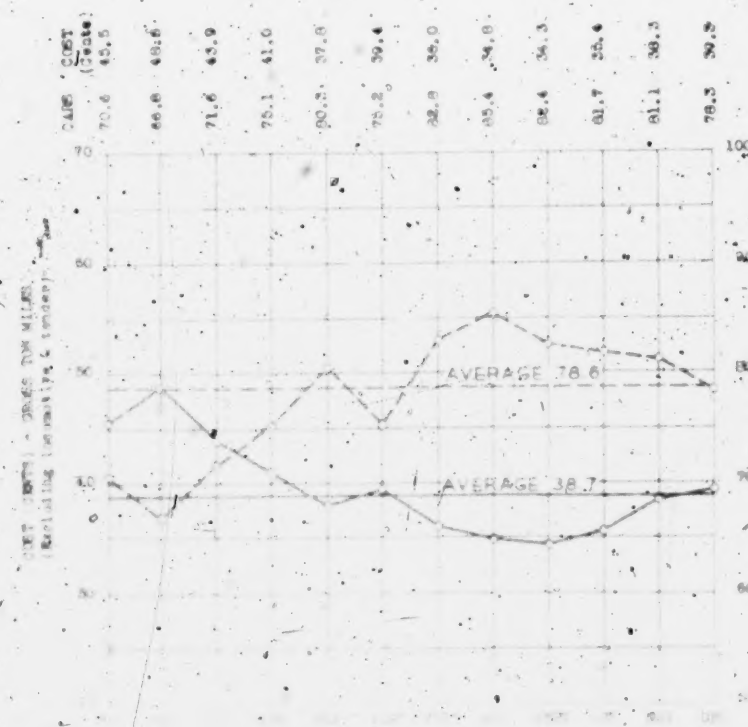
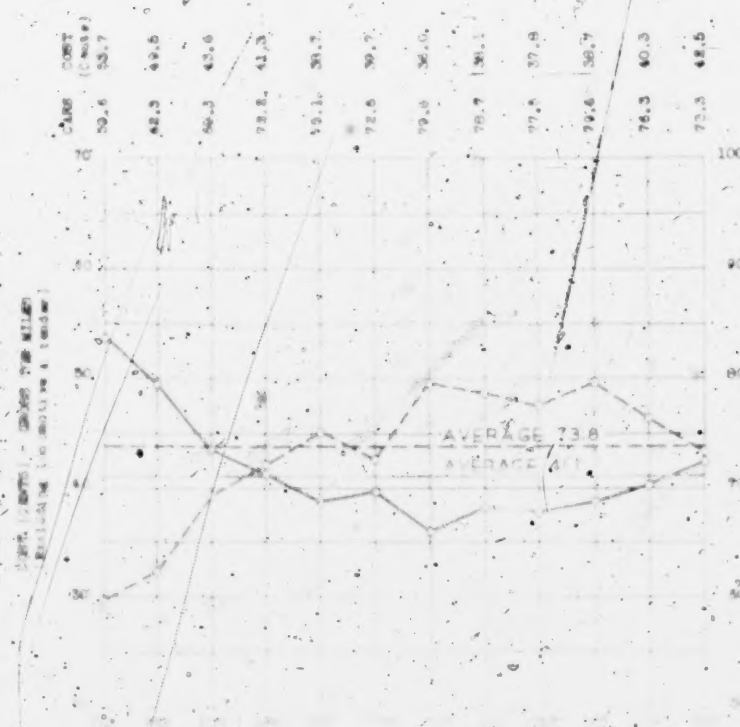


SALT LAKE DIVISION





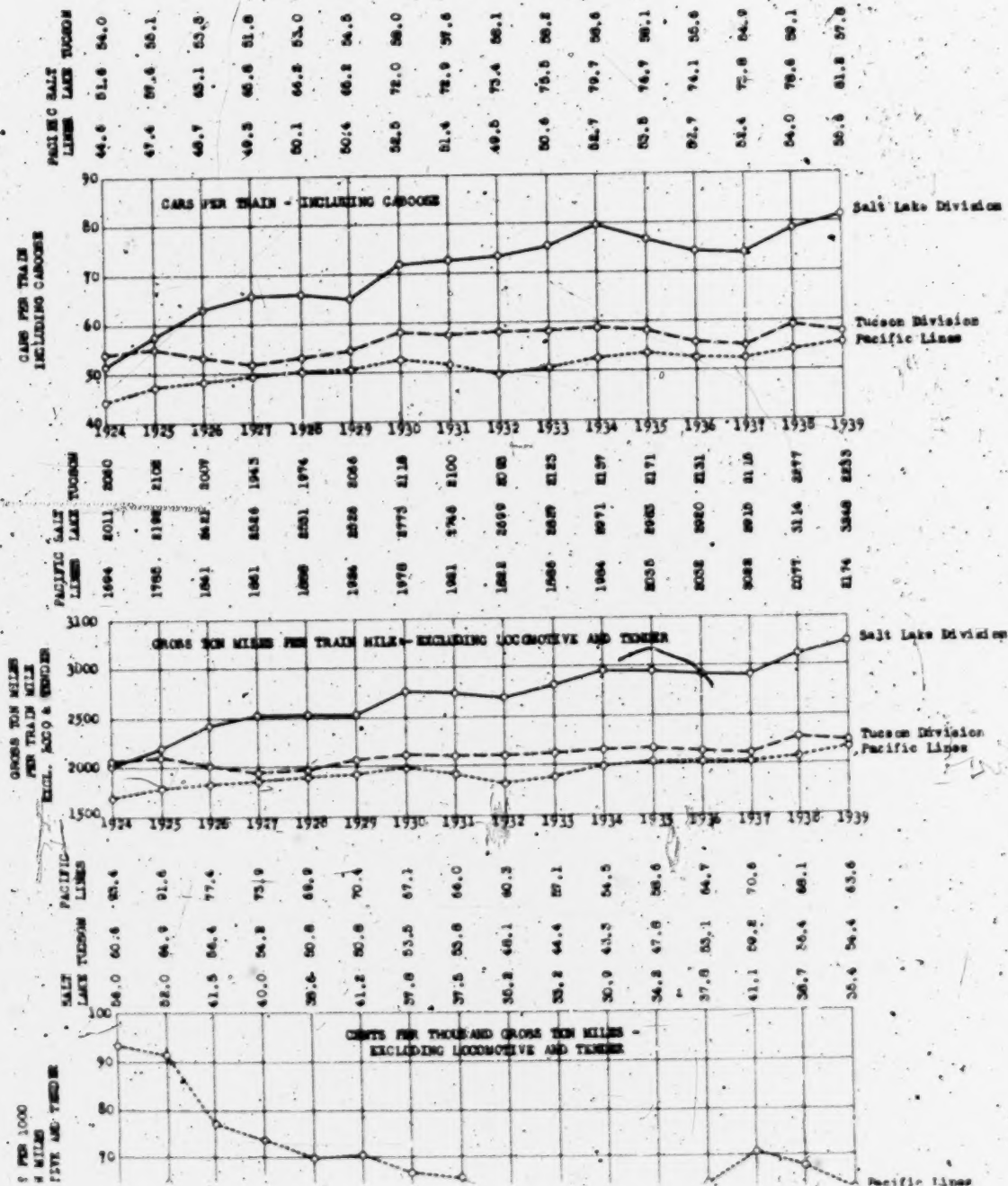
SALT LAKE DIVISION

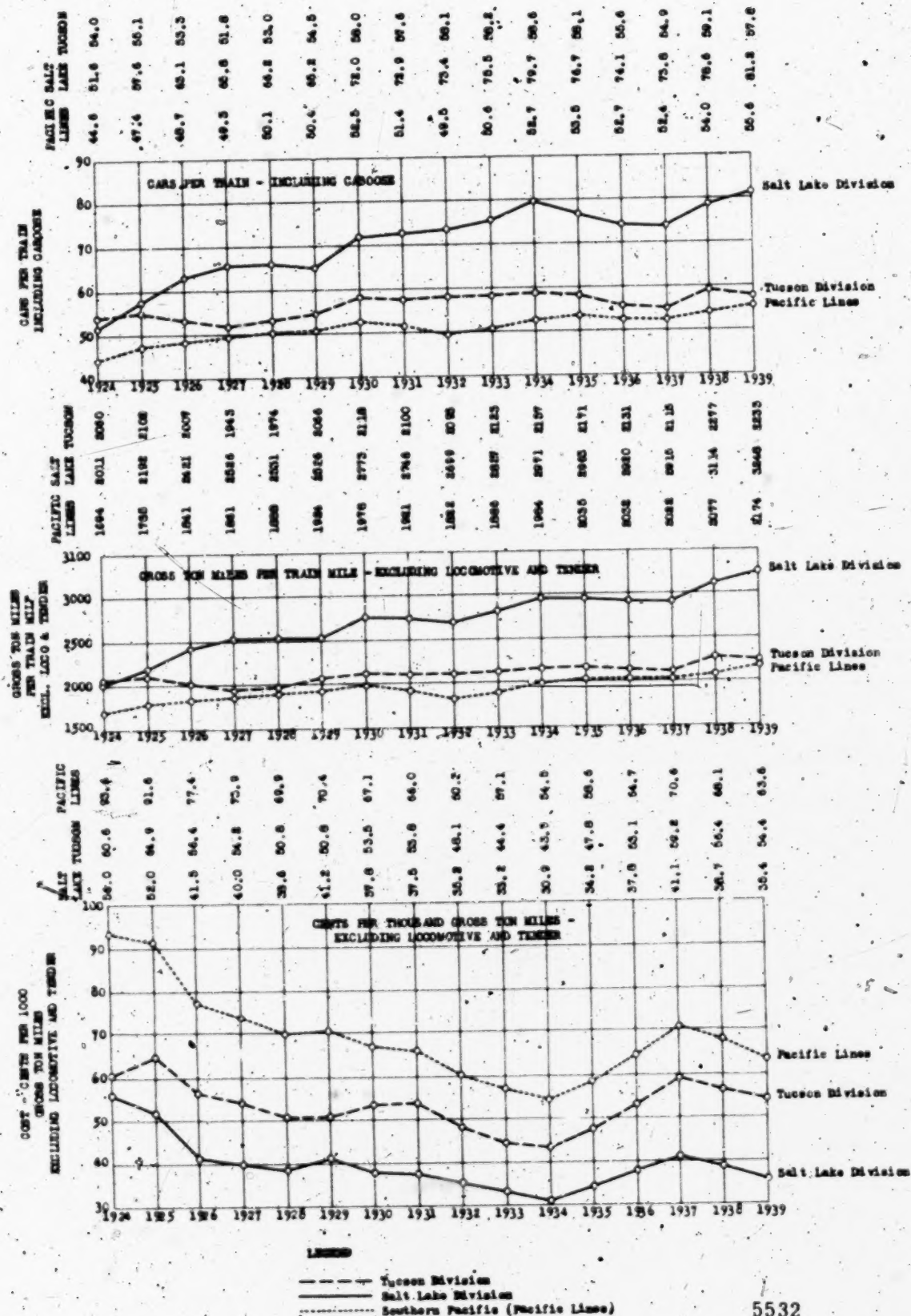


Defendant's Exhibit No. 178 (Witness Herbert)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

MAIN AND BRANCH LINE FREIGHT TRAIN COMPARISONS
TUCSON AND SALT LAKE DIVISIONS AND PACIFIC LINES
CARS PER TRAIN, GROSS TON MILES PER TRAIN MILE,
COST PER 1,000 GROSS TON MILES





Defendant's Exhibit No. 179 (Witness Herbert)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

COMPARISONS BETWEEN TUCSON DIVISION, PACIFIC LINES, AND SALT LAKE DIVISION
SHOWING TRENDS IN FREIGHT TRAIN LENGTHS AND FREIGHT TRAIN LOADING,
AND EFFECT ON OPERATING COSTS

	TOTAL PERCENTAGE CHANGE FOR TWO PERIODS 1924-25 TO 1928-29 AND 1930-31 TO 1938-39		
	TUCSON DIVISION. (a)	PACIFIC LINES (b)	SALT LAKE DIVISION (c)
Percentage increase in cars per train	D 0.43	14.73	30.61
Percentage increase in gross ton miles per train mile	3.95	18.70	35.42
Percentage decrease in cost (cents) per 1,000 gross ton miles	D 15.93	D 25.40	D 27.72

D - indicates decrease

SOURCE: Southern Pacific Company Forms 522 and 521

TUCSON DIVISION
MAIN AND BRANCH

YEAR	TRAIN MILES	CAR MILES (INCLUDING CABOOSE)	GROSS TON MILES (EXCL. LOCOMOTIVE AND TENDER) (THOUSANDS)	FREIGHT TRAIN COST (EXCL. LOCOMOTIVE REPAIRS)	CARS PER TRAIN	GROSS TON MILES PER TRAIN MILE	COST (EXCL. LOCO. REPAIRS) PER 1000 GROSS TON MILES (EXCL. LOCOMOTIVE AND TENDER) (CENTS)
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
1924	1,262,381	66,155,950	2,600,029	\$1,575,618	54.0	2,060	60.6
1925	1,391,255	76,665,561	2,923,849	1,697,578	55.1	2,102	64.9
1926	1,611,795	86,919,165	3,235,642	1,834,902	53.3	2,007	56.4
1927	1,678,797	86,996,112	3,261,458	1,768,261	51.8	1,943	54.2
1928	1,675,049	86,703,729	3,307,074	1,679,850	53.0	1,974	50.8
1929	1,796,663	97,958,307	3,712,122	1,886,106	54.1	2,066	50.8
1930	2,123,339	123,148,586	4,496,375	2,404,368	56.0	2,118	53.5
1931	1,840,825	106,102,142	3,865,806	2,080,266	57.6	2,100	53.8
1932	1,564,526	90,855,368	3,274,761	1,573,257	56.1	2,093	48.1
1933	1,464,477	85,208,453	3,110,006	1,381,847	56.2	2,123	44.4
1934	1,680,188	96,411,317	3,634,314	1,568,500	56.6	2,157	43.5
1935	1,992,926	115,730,793	4,326,429	2,066,333	56.1	2,171	47.8
1936	2,356,102	131,108,594	5,020,317	2,663,455	56.6	2,131	53.1
1937	2,561,764	141,701,698	5,460,200	3,233,549	54.9	2,115	59.2
1938	2,199,250	129,999,600	5,007,078	2,825,336	59.1	2,277	56.4
1939	2,463,209	142,465,627	5,699,410	2,993,784	57.8	2,233	54.4
TOTAL 1924-25	2,653,636	144,821,531	5,523,878	\$3,473,196	54.6	2,052	62.86
TOTAL 1926-29	3,471,712	186,642,034	7,019,254	\$3,546,986	53.8	2,022	50.80
PER CENT CHANGE 2 YEARS 1924-25 COMPARED WITH 2 YEARS 1926-29					D 1.47	D 2.56	D 19.21
TOTAL 1930-31	3,964,164	229,230,757	8,362,181	\$4,494,714	57.8	2,109	55.43
TOTAL 1938-39	4,642,459	272,465,227	10,204,428	\$5,519,090	58.4	2,253	55.39
PER CENT CHANGE 2 YEARS 1930-31 COMPARED WITH 2 YEARS 1938-39					1.04	6.85	3.28
TOTAL PER CENT CHANGE FOR THE TWO PERIODS COMPARED					D 0.43	3.95	D 15.95

D - indicates decrease

PACIFIC LINES
MAIN AND BRANCH

YEAR (a)	TRAIN MILES (b)	CAR MILES (INCLUDING CABOOSE) (c)	GROSS TON MILES (INCL. LOCOMOTIVE AND TENDER) (THOUSANDS) (d)	FREIGHT TRAIN COST (INCL. LOCOMOTIVE REPAIRS) (e)	CARS PER TRAIN (f)	GROSS TON MILES PER TRAIN MILE (g)	COST (INCL. LOCO. REPAIRS) PER 1000 GROSS TON MILES (INCL. LOCOMOTIVE AND TENDER) (CENTS) (h)
1924	17,421,565	777,176,907	29,512,517	\$27,564,891	44.6	1,694	93.4
1925	18,057,350	855,651,964	32,239,921	29,531,768	47.4	1,785	91.6
1926	18,337,924	893,269,657	35,754,671	26,126,115	48.7	1,841	77.4
1927	18,701,635	922,352,686	34,812,462	25,757,710	49.3	1,861	73.9
1928	19,454,353	974,651,916	36,736,421	25,663,485	50.1	1,898	69.9
1929	19,744,417	995,276,305	37,989,651	26,746,996	50.4	1,924	70.4
1930	16,873,073	866,135,360	33,367,924	22,377,450	52.5	1,975	67.1
1931	14,124,510	726,276,911	27,129,916	17,911,205	51.4	1,921	66.0
1932	12,352,250	611,317,532	22,509,048	13,571,063	49.5	1,822	60.3
1933	11,427,188	578,050,925	21,547,351	12,295,563	50.6	1,886	57.1
1934	13,082,480	669,296,323	25,953,989	14,154,932	52.7	1,984	54.5
1935	14,175,526	758,411,843	28,840,309	16,908,925	53.5	2,035	56.6
1936	17,507,446	922,762,455	35,579,016	23,027,747	52.7	2,032	64.7
1937	19,207,708	1,005,960,516	38,636,343	27,420,300	52.4	2,022	70.6
1938	16,119,057	870,462,516	33,644,734	22,926,422	54.0	2,077	68.1
1939	17,299,613	962,123,716	37,606,625	23,926,843	56.6	2,174	63.6
TOTAL 1924-25	35,478,915	1,632,828,871	61,752,438	\$57,096,459	46.0	1,741	92.46
TOTAL 1926-29	39,198,770	1,969,960,223	74,726,072	\$52,410,483	50.3	1,905	70.14
PER CENT CHANGE 2 YEARS 1924-25 COMPARED WITH 2 YEARS 1926-29					9.35	9.48	24.14
TOTAL 1930-31	30,997,583	1,611,412,291	60,497,842	\$40,288,655	52.0	1,952	66.60
TOTAL 1936-39	33,416,670	1,832,584,232	71,249,359	\$46,855,265	54.6	2,132	65.76
PER CENT CHANGE 2 YEARS 1930-31 COMPARED WITH 2 YEARS 1936-39					5.36	9.22	D 1.26
TOTAL PER CENT CHANGE FOR THE TWO PERIODS COMPARED					14.73	18.70	D 25.40

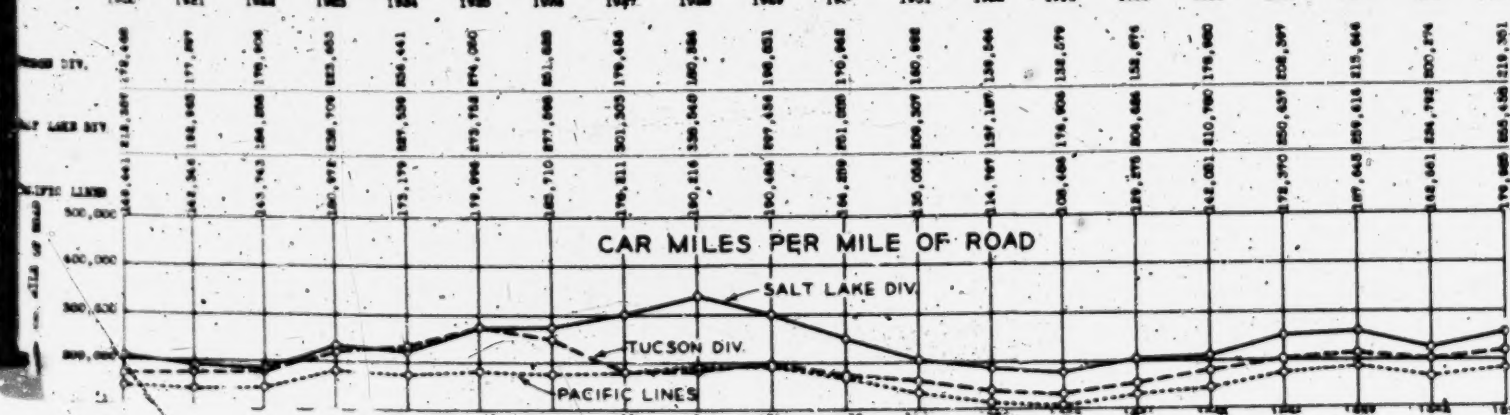
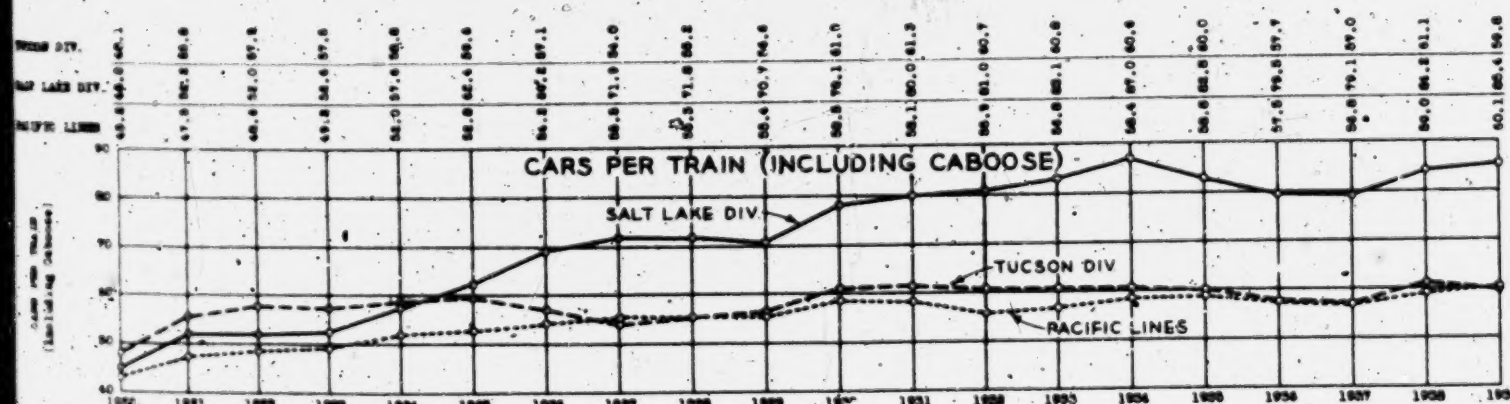
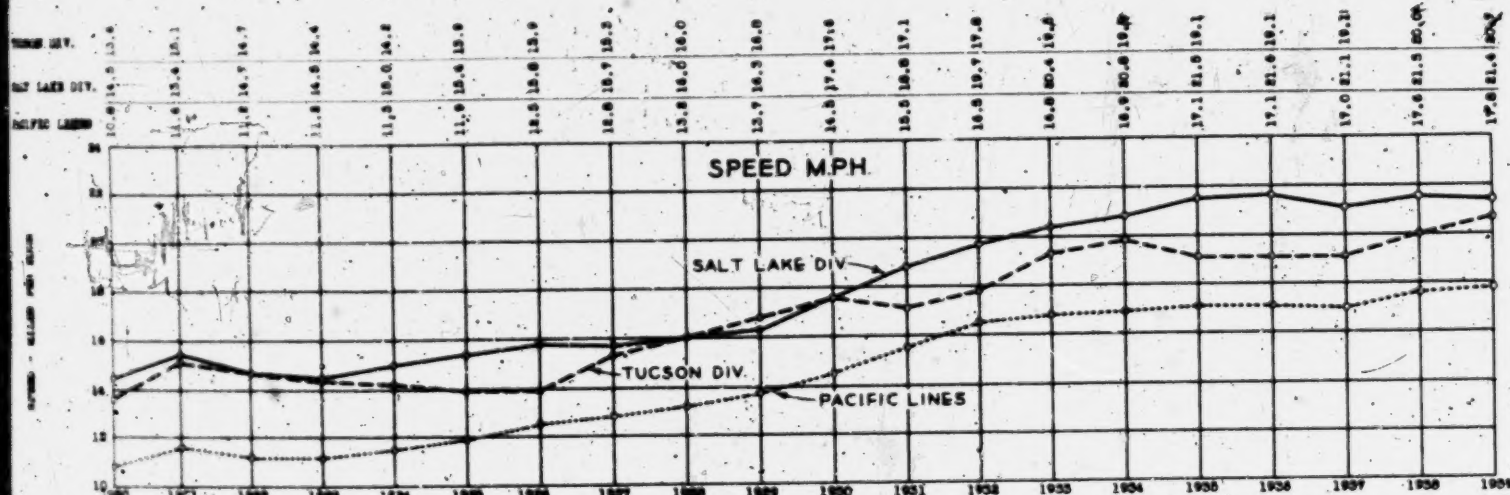
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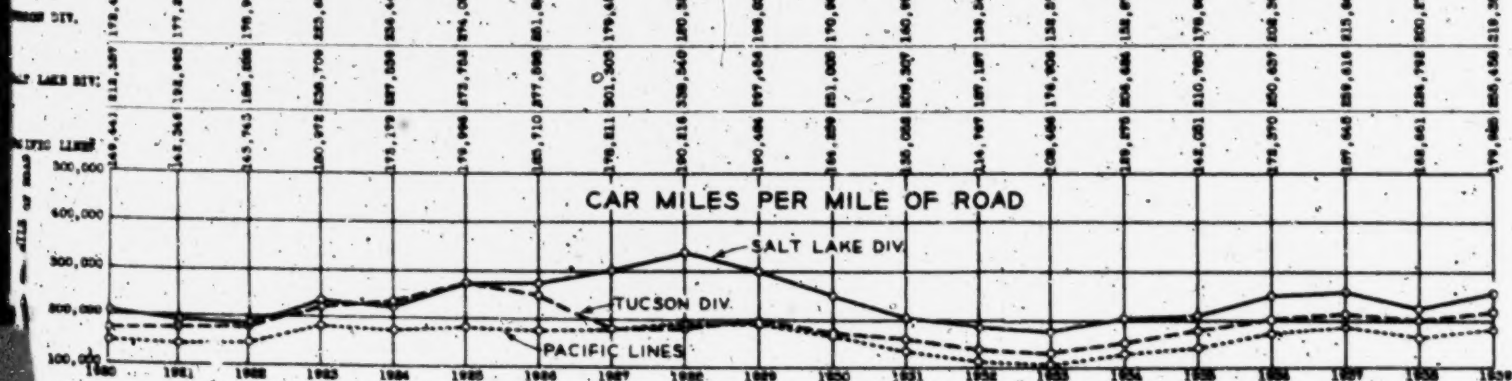
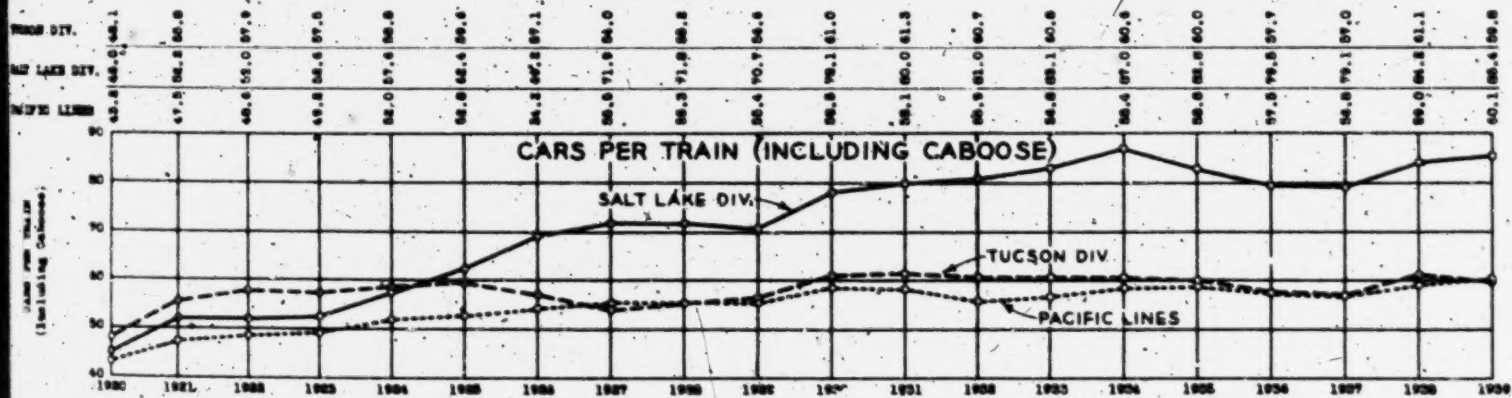
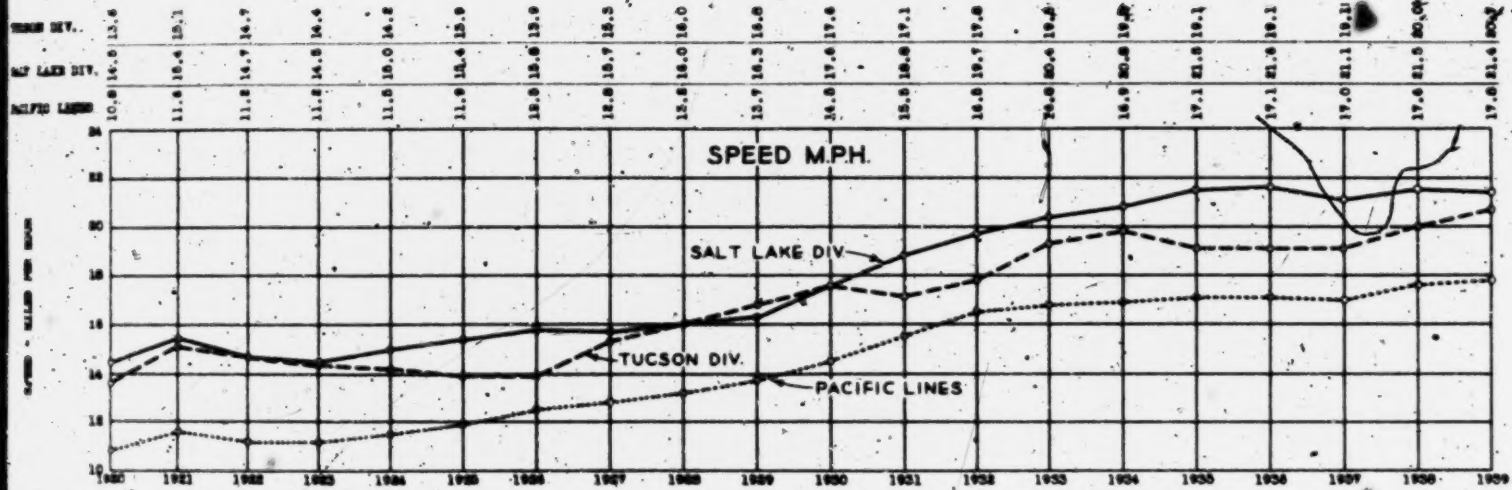
SALT LAKE DIVISION
MAIN AND BRANCH

YEAR (a)	TRAIN MILES (b)	CAR MILES (INCLUDING CABOOSE) (c)	GROSS TON MILES (EXCL. LOCOMOTIVE AND TENDER) (THOUSANDS) (d)	WRIGHT TRAIN COST (EXCL. LOCOMOTIVE REPAIRS) (e)	CARS PER TRAIN (f)	GROSS TON MILES PER TRAIN MILE (g)	COST (EXCL. LOCO. REPAIRS) PER 1000 GROSS TON MILES (EXCL. LOCOMOTIVE AND TENDER) (CENTS) (h)
1924	2,512,265	129,883,119	5,052,656	\$2,829,488	51.6	2,011	56.0
1925	2,687,730	154,884,280	5,691,284	3,083,488	57.6	2,192	52.0
1926	2,485,971	156,857,337	6,018,202	2,497,554	63.1	2,421	41.5
1927	2,582,291	169,857,262	6,520,017	2,605,566	65.8	2,526	40.0
1928	2,678,615	190,565,068	7,286,721	2,812,971	66.2	2,531	38.6
1929	2,843,361	188,351,263	7,180,618	2,961,350	65.2	2,526	41.2
1930	2,560,519	168,335,235	7,100,425	2,681,864	72.0	2,773	37.8
1931	2,104,885	153,364,367	5,777,372	2,167,941	72.9	2,746	37.5
1932	1,864,231	136,893,190	5,032,436	1,775,901	73.4	2,699	35.2
1933	1,712,262	129,286,939	4,841,197	1,606,351	75.5	2,627	33.2
1934	1,897,770	151,195,773	5,637,970	1,742,232	79.7	2,971	30.9
1935	2,010,254	154,861,925	5,955,649	2,036,739	76.7	2,963	34.2
1936	2,477,278	183,451,784	7,233,356	2,731,950	74.1	2,920	37.8
1937	2,574,550	190,062,342	7,504,868	3,084,588	73.8	2,915	41.1
1938	2,087,211	164,148,112	6,500,368	2,514,297	78.6	3,114	38.7
1939	2,293,710	186,211,865	7,449,707	2,639,287	81.2	3,248	35.4
TOTAL 1924-25	5,199,995	284,567,404	10,943,942	\$5,922,966	54.7	2,105	53.85
TOTAL 1928-29	5,781,976	375,916,665	14,467,339	5,774,321	65.7	2,528	39.91
PER CENT CHANGE 2 YEARS 1924-25 COMPARED WITH 2 YEARS 1928-29					20.11	20.10	D 25.89
TOTAL 1930-31	4,664,804	337,721,602	12,877,797	4,849,805	72.4	2,761	37.66
TOTAL 1938-39	4,380,921	350,359,977	13,950,105	5,157,584	80.0	3,184	36.97
PER CENT CHANGE 2 YEARS 1930-31 COMPARED WITH 2 YEARS 1938-39					10.56	15.32	D 1.63
TOTAL PER CENT CHANGE FOR THE TWO PERIODS COMPARED					30.61	35.42	D 27.72

D - indicates decrease

Defendant's Exhibit No. 180 (Witness Herbert)
Jan. 16, 1941





LEGEND

— SALT LAKE DIVISION

- - - TUCSON DIVISION

..... PACIFIC LINES

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

STATISTICS OF MAIN LINE OPERATIONS
TUCSON DIVISION COMPARED WITH SALT LAKE DIVISION AND PACIFIC LINES
YEARS 1920 - 1939, INCLUSIVE

Defendant's Exhibit No. 181 (Witness Herbert)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

COMPARISON BETWEEN SHORT TRAIN OPERATION ON TUCSON DIVISION
AND LONG TRAIN OPERATION ON SALT LAKE DIVISION,
SHOWING EXCESS TRAIN MILES CAUSED ON
TUCSON DIVISION BY SHORT TRAIN OPERATION
MAIN LINE

LINE NO.	YEAR	TUCSON DIVISION			SALT LAKE DIVISION CARS PER TRAIN	COMPUTED TRAIN MILES USING TUCSON DIV. CAR MILES AND SALT LAKE DIV. CARS PER TRAIN (**)	EXCESS TUCSON DIVISION TRAIN MILES OVER COMPUTED TRAIN MILES (***)
		CAR MILES INCL. CABOOSE	TRAIN MILES	CARS PER TRAIN (*)			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
1	1925	70,785,335	1,187,963	59.6	62.4	1,134,380	53,583
2	1926	78,521,068	1,375,851	57.1	69.2	1,134,698	241,153
3	1927	82,769,233	1,533,873	54.0	71.9	1,151,172	382,701
4	1928	84,389,672	1,529,025	55.2	71.8	1,175,344	353,681
5	1929	93,150,393	1,645,009	56.6	70.7	1,317,544	327,465
6	1930	91,549,969	1,499,754	61.0	78.1	1,172,215	327,539
7	1931	101,312,121	1,651,998	61.3	80.0	1,266,402	385,596
8	1932	87,827,318	1,448,022	60.7	81.0	1,084,288	363,734
9	1933	83,432,264	1,571,917	60.8	83.1	1,003,998	367,919
10	1934	96,205,010	1,587,118	60.6	87.0	1,105,805	481,313
11	1935	112,632,020	1,875,348	60.0	82.8	1,360,290	515,058
12	1936	127,368,362	2,206,895	57.7	79.5	1,602,118	604,777
13	1937	135,706,296	2,379,510	57.0	79.1	1,715,630	663,880
14	1938	126,032,506	2,061,540	61.1	84.2	1,496,823	564,717
15	1939	138,037,358	2,308,080	59.8	85.4	1,616,363	691,717
16	TOTAL		25,661,903			19,337,070	6,324,833

(*) - (c) divided by (d)

(**) - (c) divided by (f)

TUCSON DIVISION BY SHORT TRAIN OPERATION
MAIN LINE

LINE NO.	YEAR	TUCSON DIVISION			SALT LAKE DIVISION CARS PER TRAIN	COMPUTED TRAIN MILES USING TUCSON DIV. CAR MILES AND SALT LAKE DIV. CARS PER TRAIN (**)	EXCESS TUCSON DIVISION TRAIN MILES OVER COMPUTED TRAIN MILES (***)
		CAR MILES INCL. CABOOSE	TRAIN MILES	CARS PER TRAIN (*)			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
1	1925	70,785,335	1,187,963	59.6	62.4	1,134,380	53,583
2	1926	78,521,068	1,375,851	57.1	69.2	1,134,698	241,153
3	1927	82,769,233	1,533,873	54.0	71.9	1,151,172	382,701
4	1928	84,389,672	1,529,025	55.2	71.8	1,175,344	353,681
5	1929	93,150,393	1,645,009	56.6	70.7	1,317,544	327,465
6	1930	91,549,969	1,499,754	61.0	78.1	1,172,215	327,539
7	1931	101,312,121	1,651,998	61.3	80.0	1,266,402	385,596
8	1932	87,827,318	1,448,022	60.7	81.0	1,084,288	363,734
9	1933	83,432,264	1,371,917	60.8	83.1	1,003,998	367,919
10	1934	96,205,010	1,587,118	60.6	87.0	1,105,805	481,313
11	1935	112,632,020	1,875,348	60.0	82.8	1,360,290	515,058
12	1936	127,368,362	2,206,895	57.7	79.5	1,602,118	604,777
13	1937	135,706,296	2,379,510	57.0	79.1	1,715,630	663,880
14	1938	126,032,506	2,061,540	61.1	84.2	1,496,823	564,717
15	1939	138,037,358	2,308,080	59.8	85.4	1,616,363	691,717
16	TOTAL		25,661,903			19,337,070	6,324,833

(*) - (c) divided by (d)

(**) - (c) divided by (f)

(***) - (d) minus (g)

5538

Defendant's Exhibit No. 182 (Witness Sines)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)
YUMA, ARIZONA TO LORDBURG, NEW MEXICO
LENGTH OF FREIGHT AND PASSENGER TRAINS
OPERATED DURING THE SIX MONTH PERIOD
JANUARY TO JUNE, 1918

	NO. OF TRAINS	FREIGHT TRAINS																	
		CARS					DETAIL OF TRAINS WITH CARS 61 - 75												
		40 & LESS	41-50	51-60	61-70	OVER 70	61-65	66	67	68	69	70	71	72	73	74	75		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)		
<u>YUMA-GILA</u>																			
EAST	763	223	340	185	34	1	20	3	2	1	-	8	1	-	-	-	-		
WEST	555	34	89	228	211	3	108	18	9	23	21	36	3	-	-	-	-		
TOTAL	1,308	257	429	388	245	4	128	19	11	24	21	44	4	-	-	-	-		
<u>TUCSON-GILA</u>																			
EAST	711	138	294	231	48	-	34	3	5	6	3	7	-	-	-	-	-		
WEST	557	25	95	260	171	6	74	12	10	13	16	46	3	-	-	2	1		
TOTAL	1,268	163	389	491	219	6	98	15	15	19	19	53	3	-	-	2	1		
<u>TUCSON-LORDBURG</u>																			
EAST	653	220	389	231	71	2	33	4	7	7	7	13	1	1	-	-	-		
WEST	758	172	259	213	10	4	31	7	8	10	16	39	3	-	1	-	-		
TOTAL	1,411	392	648	444	81	6	64	11	12	17	23	52	4	1	1	-	-		
GRAND TOTAL	4,187	802	1,406	1,318	345	16	286	45	38	60	65	149	11	1	1	2	1		
PER CENT OF TOTAL	100.00	19.15	33.59	31.48	8.40	0.38	6.88	1.07	0.91	1.43	1.55	3.56	0.27	0.02	0.02	0.05	0.02		
							SUB-TOTAL 61-70 PER CENT 15.40												
							71-75 PER CENT 0.38												
PASSENGER TRAINS																			
	NO. OF TRAINS	CARS																	
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
		(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)
<u>YUMA-TUCSON</u>																			
EAST	777	-	1	2	1	36	34	226	198	220	36	24	2	1	1	-	1	-	-
WEST	780	1	3	-	4	46	41	809	174	122	100	74	1	-	2	1	-	-	-
TOTAL	1,557	1	4	2	5	82	75	1,035	372	342	136	98	3	1	3	1	1	-	-
<u>TUCSON-LORDBURG</u>																			
EAST	779	1	2	1	1	48	134	284	164	111	32	17	1	-	3	1	-	-	1
WEST	758	3	1	-	3	86	114	218	126	81	65	43	5	1	1	1	1	1	-
TOTAL	1,537	4	3	1	4	134	248	502	320	192	97	60	6	1	4	2	1	1	1
GRAND TOTAL	3,118	5	7	3	9	216	282	1,537	690	534	233	158	9	2	7	3	2	1	1
PER CENT OF TOTAL	100.00	0.16	0.22	0.10	0.29	6.86	10.37	29.42	22.13	17.13	7.47	5.06	0.29	0.06	0.22	0.10	0.06	0.03	0.03

DESCRIPTION OF PASSENGER TRAINS OF 14 CARS AND OVER

YUMA - TUCSON

- 1 - 14 car train - soldiers
- 2 - 15 car train - pay train
- 1 - 15 car train - soldiers
- 1 - 16 car train - pay train
- 1 - 17 car train - show train
- 6 trains 14 cars and over

TUCSON - LORDBURG

- 1 - 14 car train - pay train
- 1 - 15 car train - deadhead equipment
- 1 - 15 car train - soldiers
- 1 - 15 car train - show train
- 1 - 15 car train - pay train
- 1 - 16 car train - pay train
- 1 - 16 car train - soldiers
- 1 - 17 car train - pay train
- 1 - 18 car train - pay train
- 1 - 19 car train - soldiers
- 10 trains 14 cars and over

Defendant's Exhibit No. 183 (Witness Sines)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

TUCSON DIVISION

YUMA, ARIZONA TO EL PASO, TEXAS
LOCOMOTIVES IN SERVICE, JANUARY TO JUNE 1912

LINE NO. (a)	TYPE (b)	WHEEL ARRANGEMENT (WHYTE SYSTEM) (c)	NUMBERS (NOT CONTINUOUS) (d)	FREIGHT (e)	PASSENGER (f)
1	Mogul - 4	2-6-0	1678, 1701	Occasional	2
2	Mogul - 6	2-6-0	1725 - 1803	Occasional	14
3	Ten Wheel 1,2,8,9	4-6-0	2171, 2180 2220, 2274	4	Occasional
4	Ten Wheel 22,25	4-6-0	2275 - 2290	Occasional	5
5	Consolidation - 4	2-8-0	2619	1	
6	Consolidation - 5	2-8-0	2679 - 2685	6	
7	Consolidation - 8	2-8-0	2705 - 2749	12	
8	Consolidation - 9	2-8-0	2846 - 2897 2752 - 2821	40	
9	Consolidation - 10	2-8-0	2750 2834, 2835	3	
10	Twelve Wheel 3,6	4-8-0	2935 - 2936 2954	4	
11	Atlantic - 3 $\frac{1}{2}$	4-4-2	3022 - 3035		25
TOTAL				79	46
TOTAL FREIGHT AND PASSENGER				125	

$\frac{1}{2}$ - Atlantic - 3 Tractive effort 24,000 pounds

Defendant's Exhibit No. 184 (Witness Sines)
Jan. 16, 1941

FULL CREW LAWS

STATES OF NEVADA AND ARIZONA

NEVADA FULL CREW LAW

TRAIN CREWS

to promote the public safety by requiring common-carrier railroads to provide adequate train crews, and defining such crews, and prescribing a penalty for the violation of the provisions thereof

Approved March 12, 1913, 62.

6318. Full Train Crew Required. - Crew of 4. When. Sec. 1. It shall be unlawful for any person, firm, company or corporation engaged in the business of common carrier, operating freight and passenger trains, or either of them, within or through the State of Nevada, to run or operate, permit or cause to be run or operated, within or through this state, or over its road or tracks, other than along or over the road or tracks within yard limits, any freight or passenger train consisting of three or less, exclusive of caboose and engine and tenders, with less than a full crew consisting of not less than four persons, to wit, one engineer, one fireman, one conductor and one brakeman, who will act in the stead of flagman.

6319. Crew of 5. When. Sec. 2. It shall be unlawful for any person, firm, company, or corporation engaged in the business of common carrier, operating freight and passenger trains, or either of them, within or through the State of Nevada, to run or operate, or permit or cause to be run or operated, within or through this state, along or over its road or tracks, other than along or over the road or tracks within yard limits, any freight or passenger train of three or more and less than fifty freight cars, or other cars exclusive of caboose and engine with less than a full crew consisting of five persons, to wit, one engineer, one fireman, one conductor, one brakeman and one flagman.

6320. Crew of 6. When. Sec. 3. It shall be unlawful for any person, firm, company, or corporation, engaged in the business of common carrier, operating freight and passenger trains, or either of them, within or through the State of Nevada, to run or operate, or permit or cause to be run or operated, within or through this state, along or over its road or tracks, other than along or over its road or tracks within yard limits, any freight or passenger train of more than fifty freight cars, or other cars exclusive of caboose and engine and tender, with less than a full crew consisting of not less than six persons, to wit, one conductor, one engineer, one fireman, two brakemen and one flagman.

ARIZONA FULL CREW LAW

Secs. 649 and 651

REVISED CODE ARIZONA, 1928

Sec. 649. Train crews; failure to use full crews; penalty. A single locomotive, or a single locomotive with its accompanying tender, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, and one conductor or flagman; provided, however, that this section shall not apply to helper locomotives going or returning a distance of twenty-five (25) miles.

A passenger, mail or express train, composed of less than six cars, when operated outside of the yard limits shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one baggage-master, and one flagman; provided, however, that this section shall not apply to gasoline motor cars.

A passenger, mail or express train composed of six or more cars, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one baggage-master, one flagman, and one brakeman.

A freight train composed of less than forty cars, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one flagman, and one brakeman.

A freight train composed of forty or more cars, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one flagman and two brakemen.

All local freight trains, doing any switching, or unloading any freight of whatever nature, shall be equipped with, and shall carry, a crew consisting of six persons, to wit: One conductor, one engineer, one fireman, two brakemen, and one flagman.

All trains other than those described in the preceding portions of this act, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one flagman, and one brakeman.

That all flagmen mentioned in the preceding sections shall have had at least

An Act to promote the public safety by requiring common-carrier railroads to provide adequate train crews, and defining such crews, and prescribing a penalty for the violation of the provisions thereof

Approved March 12, 1913, 62.

Sec. 6318. Full Train Crew Required. - Crew of 4. When. Sec. 1. It shall be unlawful for any person, firm, company or corporation engaged in the business of common carrier, operating freight and passenger trains, or either of them, within or through the State of Nevada, to run or operate, or permit or cause to be run or operated, within or through this state, along or over its road or tracks, other than along or over the road or tracks within yard limits, any freight or passenger train consisting of two cars or less, exclusive of caboose and engine and tenders, with less than a full crew consisting of not less than four persons, to wit, one engineer, one fireman, one conductor and one brakeman, who will act in the capacity of flagman.

Sec. 6319. Crew of 5. When. Sec. 2. It shall be unlawful for any person, firm, company, or corporation engaged in the business of common carrier, operating freight and passenger trains, or either of them, within or through the State of Nevada, to run or operate, or permit or cause to be run or operated, within or through this state, along or over its road or tracks, other than along or over the road or tracks within yard limits, any freight or passenger train of three or more and less than fifty freight, passenger, or other cars exclusive of caboose and engine with less than a full crew consisting of five persons, to wit, one engineer, one fireman, one conductor, one brakeman and one flagman.

Sec. 6320. Crew of 6. When. Sec. 3. It shall be unlawful for any person, firm, company, or corporation, engaged in the business of common carrier, operating freight and passenger trains, or either of them, within or through the State of Nevada, to run or operate, or permit or cause to be run or operated, within or through this state, along or over its road or tracks other than along or over its road or tracks within yard limits, any freight or passenger train of more than fifty freight, passenger or other cars, exclusive of caboose and engine and tender, with less than a full crew, consisting of not less than six persons, to wit, one conductor, one engineer, one fireman, two brakemen and one flagman.

Sec. 649. Train crews; failure to use full crews; penalty. A single locomotive, or a single locomotive with its accompanying tender, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, and one conductor or flagman; provided, however, that this section shall not apply to helper locomotives going or returning a distance of twenty-five (25) miles.

A passenger, mail or express train, composed of less than six cars, when operated outside of the yard limits shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one baggage-master, and one flagman; provided, however, that this section shall not apply to gasoline motor cars.

A passenger, mail or express train composed of six or more cars, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one baggage-master, one flagman, and one brakeman.

A freight train composed of less than forty cars, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one flagman, and one brakeman.

A freight train composed of forty or more cars, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one flagman and two brakemen.

All local freight trains, doing any switching, or unloading any freight of whatever nature, shall be equipped with, and shall carry, a crew consisting of six persons, to wit: One conductor, one engineer, one fireman, two brakemen, and one flagman.

All trains other than those described in the preceding portions of this act, when operated outside of the yard limits, shall be equipped with, and shall carry, a crew consisting of not less than one engineer, one fireman, one conductor, one flagman, and one brakeman.

That all flagmen mentioned in the preceding sections shall have had at least one year's experience as brakemen.

All engines used in switching or placing cars within the limits of any railroad yard shall be equipped with and shall carry a crew of not less than one engineer and one fireman. (Sections 1-2-3-4-5-6-7-8-9, Ch. 16, L. '12, referred measure passed at General Election 1912.)

Defendant's Exhibit No. 185 (Witness Sines)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

SUMMARY OF FREIGHT TRAIN OPERATIONS
OF TRAINS OF 70 CARS AND LESS AND 71 CARS AND OVER
IN SPECIFIC DISTRICTS
STATES OF OREGON, CALIFORNIA, UTAH, NEW MEXICO AND TEXAS
EXCLUDING LINES IN ARIZONA
FOR MONTHS OF JANUARY, APRIL, JULY AND OCTOBER 1939

LINE NO.	FREIGHT DISTRICT	MILES	70 CARS AND LESS	71 CARS AND OVER	PERCENTAGE OF TRAINS 71 CARS AND OVER, TO TOTAL TRAINS RUN
(a)	(b)	(c)	(d)	(e)	(f)
	<u>STATE OF OREGON</u>				
1	Calif.-Oregon Line - Klamath Falls	19	671	494	42.40
2	Klamath Falls - Crescent Lake	99	998	679	53.17
3	Crescent Lake - Eugene	97	451	640	58.66
4	Eugene - Brooklyn	118	948	568	37.47
5	Calif.-Oregon Line - Ashland	26	256	-	-
6	Klamath Falls - Calif.-Oregon Line (Alturas Line)	22	541	121	18.28
7	Ashland - Eugene (Siskiyou Line)	220	589	-	-
8	TOTAL		4,854	2,502	38.16
	<u>STATE OF CALIFORNIA</u>				
9	Oakland - Port Costa	26	1,603	463	22.41
10	Port Costa - Sacramento	61	1,310	582	30.76
11	Port Costa - Tracy	51	879	39	4.25
12	Tracy - Fresno	148	1,130	88	7.22
13	Tracy - Brighton	62	2,802	810	28.81
14	Lathrop - Fresno	112	1,542	281	15.41
15	Redwood, Miles, Tracy (via Dumbarton)	58	2,141	181	7.80
16	Oakland, San Jose, Santa Clara	40	2,244	399	13.79
17	Davis - Sacramento	13	363	2	.55
18	Davis - Gerber (via Willows)	113	814	85	9.45
19	Roseville - Gerber	107	522	609	53.85
20	Roseville, Calif. - Nevada Line	E-119) W-121)	1,091	767	41.28
21	Brighton, Sacramento and Roseville	21	2,494	1,063	30.28
22	Gerber - Dunsmuir	107	1,275	500	28.17
23	Dunsmuir, Calif.-Oregon Line (Siskiyou)	83	499	3	.65
24	Dunsmuir, Calif.-Oregon Line (Cascado)	89	845	510	37.64
25	California-Oregon Line-Alturas	76	516	138	21.10
26	Alturas-California-Nevada Line	114	241	226	48.39
27	San Francisco - Redwood	21	1,507	32	2.08
28	San Francisco - Watsonville Junction	92	1,269	347	21.47
29	Watsonville Junction - San Luis Obispo	152	1,430	237	14.30
30	San Luis Obispo - Santa Barbara	119	693	107	13.38
31	Fresno - Bakersfield (via Exeter)	124	997	-	-
32	Fresno - Bakersfield (via Gosham)	107	1,130	188	14.26
33	Bakersfield - Sanguis	138	897	182	16.87
34	Santa Barbara - Los Angeles	99	1,109	194	14.89
35	Sanguis - Los Angeles	29	1,126	102	8.31
36	Los Angeles - Indio	130	1,301	688	34.99

19	Roseville - Yerba	107	522	609	53.05
20	Roseville, Calif. - Nevada Line	E-119) W-121)	1,091	767	41.28
21	Brighton, Sacramento and Roseville	21	2,494	1,083	30.28
22	Gerber - Dunsmuir	107	1,275	500	28.17
23	Dunsmuir, Calif-Oregon Line (Siskiyou)	83	499	3	.65
24	Dunsmuir, Calif-Oregon Line (Cascades)	89	845	510	37.64
25	California-Oregon Line-Alturas	76	516	198	21.10
26	Alturas-California-Nevada Line	114	241	226	48.39
27	San Francisco - Redwood	21	1,507	32	2.08
28	San Francisco - Watsonville Junction	92	1,269	347	21.47
29	Watsonville Junction - San Luis Obispo	152	1,420	237	14.30
30	San Luis Obispo - Santa Barbara	119	693	107	13.38
31	Fresno - Bakersfield (via Exeter)	124	997	-	-
32	Fresno - Bakersfield (via Goshen)	107	1,130	188	14.26
33	Bakersfield - Sangus	138	897	182	16.87
34	Santa Barbara - Los Angeles	99	1,109	194	14.89
35	Sangus - Los Angeles	29	1,126	102	8.31
36	Los Angeles - Indio	130	1,301	688	34.39
37	Indio - California - Arizona Line	122	674	588	46.39
38	Hiland-Calif.-Arizona Line (via Inter-Calif. Ry.)	102	772	157	16.90
39	TOTAL		34,366	9,548	21.74
<u>STATE OF UTAH</u>					
40	Nevada-Utah Line - Ogden	111	178	1,080	85.85
<u>STATE OF NEVADA</u>					
41	California-Nevada Line - Sparks	18	824	687	45.47
42	Sparks - Carlin	E-283) W-288)	467	1,225	72.40
43	Carlin - Nevada - Utah Line	(E-137 W-138)	147	1,121	88.41
44	California-Nevada Line-Fernley	67	195	165	45.83
45	TOTAL		1,633	3,198	66.20
<u>STATE OF NEW MEXICO</u>					
46	Arizona-New Mexico Line to Lordsburg	23	1,992	1	.06
47	Lordsburg to El Paso (North Line)	E-148) W-148)	1,102	317	22.34
48	Arizona-New Mexico Line to El Paso (South Line)	(E-167 W-168)	246	5	1.99
49	Texas-New Mexico Line to Tucumanari	311	1,073	77	6.70
50	TOTAL		4,013	400	9.06
<u>STATE OF TEXAS</u>					
51	El Paso-Texas-New Mexico Line (via Tucumanari Line)	20	958	13	1.34

RECAPITULATIONS			
	70 CARS & LESS (g)	71 CARS & OVER (h)	PERCENTAGE OF TRAINS 71 CARS AND OVER TO TOTAL TRAINS RUN (i)
OREGON	4,054	2,502	38.16
CALIFORNIA	34,366	9,548	21.74
UTAH	178	1,080	85.85
NEVADA	1,633	3,198	66.20
NEW MEXICO	4,013	400	9.06
TEXAS	958	13	1.34
TOTAL	45,202	16,741	27.03

Defendant's Exhibit No. 186 (Witness Sines)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

SUMMARY OF FREIGHT TRAIN OPERATIONS
BY VARIOUS LENGTHS
BETWEEN SPARKS, NEVADA AND OGDEN, UTAH

TOTAL OF MONTHS
JANUARY, APRIL, JULY AND OCTOBER
YEAR 1939

ROUTE	CARS	50 AND LESS (a)	51 TO 60 (b)	61 TO 70 (c)	71 TO 80 (d)	81 TO 90 (e)	91 TO 100 (f)	101 TO 110 (g)	111 TO 120 (h)	121 TO 130 (i)	TOTAL (j)
SPARKS, NEVADA - CARLIN, NEVADA (Miles, East 283, West 288) Per Cent of total	1939	379 22.40	23 1.36	65 3.84	199 11.76	205 12.12	337 19.92	366 21.63	90 5.32	28 1.65	1,692 100%
CARLIN, NEVADA - NEVADA-UTAH LINE (Miles, East 137, West 138) Per Cent of total	1939	61 4.81	19 1.50	67 5.28	154 12.15	212 16.72	370 29.18	323 25.47	46 3.63	16 1.26	1,268 100%
NEVADA - UTAH LINE - OGDEN, UTAH (111 Miles) Per Cent of total	1939	39 3.10	30 2.38	109 8.66	185 14.71	245 19.48	440 34.98	190 15.10	17 1.35	3 0.24	1,258 100%

RECAPITULATION		
	TRAINS	PER CENT
SPARKS, NEVADA-CARLIN, NEVADA		
70 and under	467	27.60
Over 70	1,225	72.40
TOTAL	1,692	100.00
CARLIN, NEVADA-NEVADA-UTAH LINE		
70 and under	147	11.59
Over 70	1,121	88.41
TOTAL	1,268	100.00
NEVADA-UTAH LINE-OGDEN, UTAH		
70 and under	178	14.14
over 70	1,080	85.86
TOTAL	1,258	100.00

Defendant's Exhibit No. 187 (Witness Sines)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE PASSENGER TRAINS
JANUARY, APRIL, JULY AND OCTOBER 1939

TRAIN NO. (a)	ROUTE AND TRAIN NAME (b)	4 (c)	5 (d)	6 (e)	7 (f)	8 (g)	9 (h)	10 (i)	11 (j)	12 (k)	13 (l)	14 (m)	15 (n)	16 (o)	17 & OVER (p)	TOTAL (q)
<u>COAST ROUTE</u>																
<u>WEST</u>																
101	City of San Francisco	-	-	-	-	-	-	-	5	-	-	15	-	-	-	20
49	Forty-Niner	-	-	-	-	8	9	1	1	-	-	-	-	-	-	20
27	Overland Limited	-	-	-	-	-	1	1	3	6	8	8	13	34	49	123
21	Pacific Limited	-	-	-	-	-	-	6	8	20	29	9	22	20	9	123
9	Past Mail	-	-	-	2	13	8	25	14	15	6	7	16	4	2	123
87	Challenger	-	-	-	-	1	-	2	5	14	11	19	-	22	33	123
289	Sierra	2	6	11	5	3	1	1	1	1	-	-	-	-	-	31
<u>EAST</u>																
102	City of San Francisco	-	-	-	-	-	-	-	5	-	-	15	-	-	-	20
48	Forty-Niner	-	-	-	-	12	8	-	-	-	-	-	-	-	-	20
28	Overland Limited	-	-	-	-	-	-	1	1	7	7	16	18	33	40	123
14	Pacific Limited	-	-	-	-	-	-	3	6	19	20	31	11	22	11	123
10	Past Mail	1	2	5	4	2	2	6	5	3	5	3	2	-	-	40
88	Challenger	-	-	-	-	-	-	-	1	5	3	8	17	34	55	123
210	Sierra	-	-	-	-	-	17	26	25	11	12	10	8	7	7	123
TOTAL		3	8	16	11	39	46	72	92	100	111	140	114	176	207	1 135
PER CENT OF TOTAL		.26	.70	1.41	.97	3.44	4.05	6.34	8.11	8.81	9.78	12.34	10.04	15.51	18.24	100%
TOTAL TRAINS OVER 14 CARS 497 or 43.79%																
TOTAL TRAINS 14 CARS OR UNDER 638 or 56.21%																
TOTAL TRAINS 1,135 or 100.00%																
<u>SHASTA ROUTE</u>																
<u>WEST</u>																
7	Shasta	-	-	1	19	36	33	13	11	5	2	2	1	-	-	123
15	West Coast	-	-	-	-	-	-	5	5	22	38	24	23	5	1	123
17	Oregonian	-	-	-	1	-	4	2	17	23	29	11	18	17	1	123
19	Klamath	-	-	-	-	-	8	5	18	27	21	16	11	9	8	123
23	Cascade	-	-	-	-	55	15	15	7	13	8	7	2	1	-	123
<u>EAST</u>																
8	Shasta	-	10	13	-	10	5	2	1	1	-	-	-	-	-	42
16	West Coast	-	-	-	-	-	1	10	20	21	16	20	9	6	-	123
18	Oregonian	-	-	-	-	-	-	4	24	33	12	14	15	12	9	123
20	Klamath	-	-	-	-	-	-	-	4	12	26	28	21	15	17	123
24	Cascade	-	-	-	-	20	30	35	5	4	9	14	6	-	-	123
TOTAL		-	10	14	20	121	98	91	112	160	166	132	117	68	42	1 149
PER CENT OF TOTAL		-	.87	1.22	1.74	10.53	8.36	7.92	9.75	13.93	14.45	11.48	10.18	5.92	3.65	100%
TOTAL TRAINS OVER 14 CARS 227 or 19.76%																
TOTAL TRAINS 14 CARS OR UNDER 922 or 80.24%																
TOTAL TRAINS 1,149 or 100.00%																
<u>SAN FRANCISCO - LOS ANGELES VALLEY ROUTE</u>																
<u>WEST</u>																
25	Oakl	-	-	-	-	-	5	18	15	21	18	14	20	6	5	122
51	San Joaquin	-	1	1	9	41	25	11	10	9	7	14	1	-	-	123
55	Tahoe-Chap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120
60	West Coast	25	39	33	10	5	2	5	1	1	1	-	-	-	-	123
95	(Fresno - Oakland)	-	1	-	-	-	-	-	-	-	-	-	-	-	-	14
93	(Fresno - Oakland)	9	3	-	1	1	-	-	5	18	32	22	27	6	10	123
<u>EAST</u>																
26	Oakl	-	-	-	-	-	11	14	18	17	24	12	14	8	5	123
52	San Joaquin	-	-	-	-	-	17	7	11	18	3	1	1	-	-	123
56	Tahoe-Chap	-	-	3	14	48	15	20	20	19	8	4	6	6	1	123
58	Sequoia	-	-	7	9	15	20	20	13	20	4	3	5	-	-	123
59	West Coast	-	-	-	3	22	27	25	13	20	4	3	5	-	-	123
54	(Oakland - Fresno)	-	-	-	-	-	-	-	-	5	39	21	29	24	5	123
TOTAL		32	91	52	49	134	108	102	93	117	136	44	100	41	33	1 170
PER CENT OF TOTAL		2.77	7.72	4.52	4.26	11.56	9.45	8.89	8.18	10.17	11.76	3.74	8.54	3.56	2.82	100%

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE PASSENGER TRAINS

JANUARY, APRIL, JULY AND OCTOBER 1939

TRAIN NO.	ROUTE AND TRAIN NAME	4	5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER	TOTAL
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
OCEAN ROUTE																
WEST																
101	City of San Francisco	-	-	-	-	-	-	9	1	5	-	15	-	-	-	20
49	Forty-Sixer	-	-	-	-	-	9	1	1	3	6	8	13	34	49	123
27	Overland Limited	-	-	-	-	-	-	6	8	20	29	9	22	20	9	123
21	Pacific Limited	-	-	-	-	2	13	8	25	27	14	15	6	7	4	123
9	Past Mail	-	-	-	-	1	-	-	2	5	14	11	19	16	22	123
87	Challenger	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31
289	Sierra	2	6	11	5	3	1	1	1	1	-	-	-	-	-	31
EAST																
102	City of San Francisco	-	-	-	-	-	-	-	5	-	-	15	-	-	-	20
48	Forty-Sixer	-	-	-	-	12	8	-	1	7	7	16	18	33	40	123
28	Overland Limited	-	-	-	-	-	-	3	6	19	20	31	11	22	11	123
14	Pacific Limited	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40
10	Past Mail	1	2	5	4	2	2	6	5	3	5	3	2	-	-	40
88	Challenger	-	-	-	-	-	-	-	1	5	3	8	17	34	55	123
210	Sierra	-	-	-	-	-	17	26	25	11	12	10	8	7	7	123
TOTAL		3	8	16	11	39	46	72	92	100	111	140	114	176	207	1,135
PER CENT OF TOTAL		.26	.70	1.41	.97	3.44	4.05	6.34	8.11	8.81	9.78	12.34	10.04	15.51	18.24	100%
TOTAL TRAINS OVER 14 CARS 197 or 43.7%																
TOTAL TRAINS 14 CARS OR UNDER 638 or 56.21%																
TOTAL TRAINS 1,135 or 100.00%																
SHASTA ROUTE																
WEST																
7	Shasta	-	-	1	19	36	33	13	11	5	2	2	1	-	-	123
15	West Coast	-	-	-	-	-	-	5	5	22	38	24	23	5	1	123
17	Oregonian	-	-	-	1	-	4	2	17	23	29	11	18	17	1	123
19	Klamath	-	-	-	-	-	8	5	18	27	21	16	11	9	8	123
23	Cascade	-	-	-	-	55	15	15	7	13	8	7	2	1	-	123
EAST																
8	Shasta	-	10	13	-	10	5	2	1	-	-	-	-	9	-	42
16	West Coast	-	-	-	-	-	1	10	20	20	21	16	20	-	6	123
18	Oregonian	-	-	-	-	-	-	4	24	33	12	14	15	12	9	123
20	Klamath	-	-	-	-	-	-	-	4	12	26	28	21	15	17	123
24	Cascade	-	-	-	-	20	30	35	5	4	9	14	6	-	-	123
TOTAL		-	10	14	20	121	96	91	112	160	166	132	117	68	42	1,149
PER CENT OF TOTAL		-	.87	1.22	1.74	10.53	8.36	7.92	9.75	13.93	14.45	11.48	10.18	5.92	3.65	100%
TOTAL TRAINS OVER 14 CARS 227 or 19.76%																
TOTAL TRAINS 14 CARS OR UNDER 922 or 80.24%																
TOTAL TRAINS 1,149 or 100.00%																
SAN FRANCISCO - LOS ANGELES VALLEY ROUTE																
WEST																
25	Oak	-	-	-	-	-	5	18	15	21	18	14	20	6	5	122
51	San Joaquin	-	1	1	9	41	25	11	10	9	7	7	1	1	-	123
55	Tehachapi	23	39	33	10	5	2	5	1	1	1	-	-	-	-	120
60	West Coast	-	1	-	-	-	-	2	5	18	32	22	27	6	10	123
95	(Fresno - Oakland)	9	3	-	1	1	-	-	-	-	-	-	-	-	-	14
53	(Fresno - Oakland)	-	23	2	2	2	1	-	1	-	-	-	-	-	-	31
EAST																
26	Oak	-	-	-	-	-	11	14	18	17	24	12	14	8	5	123
52	San Joaquin	-	-	3	14	48	17	7	11	18	3	1	1	-	-	123
56	Tehachapi	-	-	7	9	15	20	20	19	8	8	4	6	6	1	123
58	Sequoia	-	-	-	3	22	27	25	13	20	4	3	5	-	1	123
99	West Coast	-	-	-	-	-	-	-	-	5	39	21	29	24	5	123
54	(Oakland - Fresno)	-	24	6	1	-	-	-	-	-	-	-	-	-	-	31
TOTAL		32	91	52	49	134	108	102	93	117	136	84	103	51	27	1,179
PER CENT OF TOTAL		2.71	7.72	4.41	4.16	11.37	9.16	8.63	7.89	9.92	11.34	7.12	8.73	4.33	2.29	100%
TOTAL TRAINS OVER 14 CARS 181 or 15.3%																
TOTAL TRAINS 14 CARS OR UNDER 998 or 84.6%																
TOTAL TRAINS 1,179 or 100.00%																

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE PASSENGER TRAINS

JANUARY, APRIL, JULY AND OCTOBER 1939

TRAIN NO. (a)	ROUTE AND TRAIN NAME (b)	4 (c)	5 (d)	6 (e)	7 (f)	8 (g)	9 (h)	10 (i)	11 (j)	12 (k)	13 (l)	14 (m)	15 (n)	16 (o)	17 & OVER (p)	TOTAL (q)
<u>COAST ROUTE</u>																
<u>WEST</u>																
1	Sunset Limited	-	-	-	-	-	-	-	3	16	28	30	23	17	6	123
69	Coaster	-	-	-	-	-	7	10	13	11	15	16	22	19	10	123
71	-	-	-	19	33	30	13	17	6	3	1	1	-	-	-	123
75	Lark	-	-	-	-	-	-	-	-	1	6	16	49	34	17	123
99	Daylight	-	-	-	-	-	-	-	-	17	4	81	21	-	-	123
<u>EAST</u>																
2	Sunset Limited	-	-	-	-	-	-	-	-	5	19	39	31	22	7	123
70	Coaster	-	-	-	-	-	-	5	25	17	17	22	19	12	6	123
72	-	-	18	26	12	10	23	14	10	6	-	3	1	-	-	123
76	Lark	-	-	-	-	-	-	-	-	14	2	20	30	45	12	123
98	Daylight	-	-	-	-	-	-	-	-	14	2	87	20	-	-	123
TOTAL PER CENT OF TOTAL		-	18 1.46	45 3.66	45 3.66	40 3.25	43 3.50	46 3.74	57 4.63	104 8.46	94 7.62	315 25.61	216 17.56	149 12.11	58 4.72	1 230 100%
TOTAL TRAINS OVER 14 CARS 423 or 34.39% TOTAL TRAINS 14 CARS AND UNDER 807 or 65.61% TOTAL TRAINS 1,230 or 100.00%																

RECAPITULATION			
	TOTAL TRAINS (r)	TOTAL OVER 14 (s)	PERCENT OF TOTAL (t)
COAST ROUTE	1 135	497	43.79%
SHASTA ROUTE	1 149	227	19.76%
VALLEY ROUTE	1 179	181	15.35%
COAST ROUTE	1 230	423	34.39%
TOTAL	4 693	1 328	28.30%

Defendant's Exhibit No. 188 (Witness Sinés)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

NUMBER OF PASSENGER TRAINS OF DIFFERENT LENGTHS
BETWEEN LOS ANGELES, CALIFORNIA AND EL PASO, TEXAS.
YEAR 1939

TRAIN NO.	TRAIN NAME	4	5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER	TOTAL
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
<u>WEST</u>																
1	Sunset Limited	-	-	-	-	-	-	49	106	106	49	49	4	-	2	365
	El Paso - Lordsburg	-	-	-	-	-	-	26	49	30	8	12	-	-	-	125
	Lordsburg-Yuma via Phoenix	-	-	-	-	-	-	14	63	77	41	45	-	-	-	240
	Lordsburg-Yuma via Gila	-	-	-	-	-	-	93	123	64	40	27	1	2	-	365
	Yuma - Los Angeles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Golden State Limited	-	-	-	-	-	-	5	88	172	68	29	2	1	-	365
	El Paso-Tucson via Douglas	-	-	-	-	-	-	1	-	100	169	75	-	-	-	365
	Tucson-Yuma via Phoenix	-	1	-	1	-	2	81	174	76	18	9	1	2	-	365
	Yuma - Los Angeles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Argonaut	-	-	-	-	-	1	8	105	125	58	64	4	-	-	365
	El Paso-Tucson via Douglas	-	-	-	-	-	1	-	3	46	96	219	-	-	-	365
	Tucson-Yuma via Phoenix	-	-	-	-	-	1	-	3	43	95	188	29	4	2	365
	Yuma - Los Angeles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43	Californian	-	-	-	-	-	3	86	116	75	49	32	-	1	3	365
	El Paso - Lordsburg	-	-	-	-	-	3	24	43	25	12	19	-	-	-	126
	Lordsburg-Yuma via Gila	-	-	-	-	-	3	22	44	46	67	66	-	-	-	239
	Lordsburg-Yuma via Phoenix	-	-	-	-	-	1	106	63	54	70	50	2	2	-	365
	Yuma - Los Angeles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL WEST	-	1	-	1	1	119	545	921	1 017	847	866	43	12	7	4 380
	PERCENT OF TOTAL	-	.02	-	.02	.02	2.72	12.44	21.04	23.22	19.34	19.77	.98	.27	.16	100%
<u>EAST</u>																
2	Sunset Limited	-	-	-	-	-	1	74	64	84	65	48	21	6	2	365
	Los Angeles - Yuma	-	-	-	-	-	-	1	55	67	101	140	-	-	-	364
	Yuma-Lordsburg via Phoenix	-	-	-	-	-	2	68	76	98	91	26	2	-	1	364
	Lordsburg - El Paso	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Golden State Limited	-	-	-	-	-	-	1	10	33	111	87	89	33	1	365
	Los Angeles - Yuma	-	-	-	-	-	-	-	1	37	121	205	-	-	-	364
	Yuma-Tucson via Phoenix	-	-	-	-	-	-	-	3	95	184	72	4	2	-	364
	Tucson-El Paso via Douglas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Argonaut	-	-	-	-	-	6	250	11	11	26	49	6	5	1	365
	Los Angeles - Yuma	-	-	-	-	-	1	22	57	71	113	98	-	-	-	364
	Yuma-Lordsburg via Gila	-	-	-	-	-	1	4	66	61	78	102	2	-	4	364
	Lordsburg - El Paso	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44	Californian	-	-	-	-	-	5	225	47	17	41	16	10	4	-	365
	Los Angeles - Yuma	-	-	-	-	-	-	11	179	72	30	72	-	-	-	364
	Yuma-Tucson via Phoenix	-	-	-	-	-	1	82	106	77	47	45	6	-	-	364
	Tucson-El Paso via Douglas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL EAST	-	-	-	-	1	20	800	670	744	1 034	904	140	50	9	4 372
	PERCENT OF TOTAL	-	-	-	-	.02	.46	18.30	15.32	17.02	23.65	20.68	3.20	1.14	.21	100%

RECAPITULATION			
	TOTAL TRAINS	TOTAL OVER 14	PERCENT OF TOTAL
CALIFORNIA: Los Angeles - Yuma			
West	1 460	45	3.08
East	1 460	178	12.19
Total	2 920	223	7.64
NEW MEXICO: Lordsburg - El Paso			
West	730	10	1.37
East	728	9	1.24
Total	1 458	19	1.30

**Defendant's Exhibit No. 189 (Witness Sines)
Jan. 16, 1941**

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

CARS RECEIVED AND FORWARDED AT EL PASO, TEXAS
YEARS 1930 TO 1939, INCLUSIVE
AND
AT COCHISE, UTAH, YEAR 1939

[illegible]

Defendant's Exhibit No. 190 (Witness Sines)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

LOADED AND EMPTY P.F.E. AND OTHER CAR MILES
STATES OF NEVADA AND ARIZONA
MAIN AND BRANCH - FREIGHT AND MIXED

STATE OF NEVADA							
YEAR	PACIFIC FRUIT EXPRESS		O T H E R		TOTAL ALL CARS		PERCENTAGE
(1)	LOADED	EMPTY	LOADED	EMPTY	LOADED	EMPTY	P.F.E.
(2)	(3)	(4)	(5)	(6)	(7)	(8)	
1929	34,530,295	28,487,060	63,384,878	21,324,583	97,915,173	49,811,643	42.7
1930	39,051,832	28,924,366	53,929,543	23,278,774	92,981,375	52,203,140	46.8
1931	35,466,502	27,066,579	39,046,000	19,735,298	74,512,502	46,801,877	51.5
1932	35,379,039	27,902,759	29,255,198	16,587,543	64,634,237	44,490,302	58.0
1933	30,145,038	24,183,469	32,876,273	15,824,524	63,021,311	40,007,993	52.7
1934	33,225,218	29,199,601	38,639,059	19,108,302	71,864,277	48,307,903	51.9
1935	30,536,159	25,275,160	45,010,297	20,877,604	75,526,456	46,152,764	45.1
1936	33,025,565	27,682,240	56,869,421	24,423,180	89,894,986	52,105,420	42.8
1937	35,006,315	29,263,144	59,261,878	25,080,280	94,268,193	54,343,424	43.2
1938	32,855,514	27,770,809	47,882,731	20,058,383	80,738,245	47,829,192	47.2
1939	34,544,457	28,642,998	55,046,114	22,963,204	89,610,571	51,606,202	44.8
STATE OF ARIZONA							
1929	38,341,654	34,443,919	56,102,585	28,122,422	94,444,239	62,566,341	46.4
1930	36,005,846	35,370,594	43,461,830	23,771,126	79,467,676	59,141,720	51.5
1931	35,839,113	33,153,830	31,082,158	17,416,415	66,921,271	50,570,245	58.7
1932	33,194,803	30,437,188	22,867,872	12,589,211	56,062,675	43,026,399	64.2
1933	29,098,405	25,268,899	22,480,887	12,458,034	51,579,292	37,726,933	60.9
1934	29,359,403	25,539,952	28,661,924	16,722,673	58,021,327	42,262,625	54.7
1935	32,628,247	28,921,670	35,641,802	19,192,988	68,270,049	48,114,658	52.9

STATE OF NEVADA

YEAR (1)	PACIFIC FRUIT EXPRESS		O T H E R		TOTAL ALL CARS		PERCENTAGE P.F.E. (8)
	LOADED (2)	EMPTY (3)	LOADED (4)	EMPTY (5)	LOADED (6)	EMPTY (7)	
1929	34,530,295	28,487,060	63,384,878	21,324,583	97,915,173	49,811,643	42.7
1930	39,051,832	28,924,366	53,929,543	23,278,774	92,981,375	52,203,140	46.8
1931	35,466,502	27,066,579	39,046,000	19,735,298	74,512,502	46,801,877	51.5
1932	35,379,039	27,902,759	29,255,198	16,587,543	64,634,237	44,490,302	58.0
1933	30,145,038	24,183,469	32,876,273	15,824,524	63,021,311	40,007,993	52.7
1934	33,225,218	29,199,601	38,639,099	19,108,302	71,864,277	48,307,903	51.9
1935	30,516,159	25,275,160	45,010,297	20,877,604	75,526,456	46,152,764	45.9
1936	33,025,565	27,682,240	56,869,421	24,423,180	89,894,986	52,105,420	42.8
1937	35,006,315	29,263,144	59,261,878	25,080,280	94,268,193	54,343,424	43.2
1938	32,855,514	27,770,809	47,882,731	20,058,383	80,738,245	47,829,192	47.2
1939	34,564,457	28,642,998	55,046,114	22,963,204	89,610,571	51,606,202	44.8

STATE OF ARIZONA

1929	38,341,654	34,443,919	56,102,585	28,122,422	94,444,239	62,566,341	46.4
1930	36,005,846	35,370,994	43,461,830	23,771,126	79,467,676	59,141,720	51.5
1931	35,839,113	33,153,830	31,082,158	17,416,415	66,921,271	50,570,245	58.7
1932	33,194,803	30,437,188	22,867,872	12,589,211	56,062,675	43,026,399	64.2
1933	29,098,405	25,268,899	22,480,887	12,458,034	51,579,292	37,726,933	60.9
1934	29,359,403	25,539,952	28,661,924	16,722,673	58,021,327	42,262,625	54.7
1935	32,628,247	28,921,670	35,641,802	19,192,988	68,270,049	48,114,658	52.9
1936	32,777,916	26,120,492	46,458,036	24,310,459	79,235,952	50,430,951	45.4
1937	33,537,898	29,252,789	55,078,821	27,106,497	88,616,719	56,359,286	43.3
1938	34,125,150	30,977,776	40,635,142	21,618,459	74,760,292	52,596,235	51.1
1939	35,135,386	33,674,901	47,168,986	23,785,888	82,304,372	57,460,789	49.2

Defendant's Exhibit No. 191 (Witness Sines)
Jan. 16, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

AVERAGE NUMBER OF FREIGHT TRAINS PER DAY PER MILE OF ROAD
FOR SELECTED MONTHS OF YEARS 1928 TO 1939, INCLUSIVE

	MONTH YEAR (a)	FREIGHT SPARKS - OGDEN		MONTH YEAR (d)		FREIGHT YUMA - LORDSBURG	
						EAST (e)	WEST (f)
		EAST (b)	WEST (c)				
(1)	Feb. 1928	3.63	3.44	Aug. 1928		3.03	2.77
(2)	Oct. 1928	12.62	11.88	June 1928		8.08	7.98
(3)	Feb. 1929	3.62	3.95	Aug. 1929		4.15	3.91
(4)	Oct. 1929	11.09	10.52	June 1929		9.23	8.72
(5)	Feb. 1930	3.16	3.27	Aug. 1930		3.11	2.70
(6)	Oct. 1930	10.50	11.55	June 1930		6.18	6.97
(7)	Feb. 1931	2.66	2.38	Aug. 1931		2.21	1.78
(8)	Oct. 1931	6.22	5.83	June 1931		8.50	9.01
(9)	Feb. 1932	2.30	2.56	Aug. 1932		1.96	1.45
(10)	Oct. 1932	6.23	5.95	June 1932		5.75	5.95
(11)	Feb. 1933	1.99	2.48	Aug. 1933		2.39	2.25
(12)	Oct. 1933	4.63	4.63	June 1933		5.18	5.03
(13)	Feb. 1934	2.20	2.55	Aug. 1934		3.50	3.17
(14)	Oct. 1934	4.83	4.90	June 1934		6.45	7.36
(15)	Feb. 1935	2.63	2.98	Aug. 1935		3.54	3.60
(16)	Oct. 1935	6.12	6.40	June 1935		6.85	6.75
(17)	Feb. 1936	2.94	3.09	Aug. 1936		4.39	4.44
(18)	Oct. 1936	7.00	6.75	June 1936		8.80	9.09
(19)	Feb. 1937	4.27	4.35	Aug. 1937		4.82	4.98
(20)	Oct. 1937	7.54	7.44	June 1937		8.87	9.49
(21)	Feb. 1938	2.44	2.52	Aug. 1938		4.33	4.71
(22)	Oct. 1938	6.68	6.98	June 1938		7.48	8.33
(23)	Feb. 1939	2.55	2.68	Aug. 1939		4.71	4.58
(24)	Oct. 1939	6.92	7.18	June 1939		8.12	8.11

	MONTH YEAR (a)	FREIGHT SPARKS - OGDEN		MONTH YEAR (d)		FREIGHT YUMA - LORDSBURG	
						EAST (e)	WEST (f)
(1)	Feb.	1928	3.63	Aug.	1928	3.03	2.77
(2)	Oct.	1928	12.62	June	1928	8.08	7.98
(3)	Feb.	1929	3.62	Aug.	1929	4.15	3.91
(4)	Oct.	1929	11.09	June	1929	9.23	8.72
(5)	Feb.	1930	3.16	Aug.	1930	3.11	2.70
(6)	Oct.	1930	10.50	June	1930	6.18	6.97
(7)	Feb.	1931	2.66	Aug.	1931	2.21	1.78
(8)	Oct.	1931	6.22	June	1931	8.50	9.01
(9)	Feb.	1932	2.30	Aug.	1932	1.96	1.45
(10)	Oct.	1932	6.23	June	1932	5.75	5.95
(11)	Feb.	1933	1.99	Aug.	1933	2.39	2.25
(12)	Oct.	1933	4.63	June	1933	5.18	5.03
(13)	Feb.	1934	2.20	Aug.	1934	3.50	3.17
(14)	Oct.	1934	4.83	June	1934	6.45	7.36
(15)	Feb.	1935	2.63	Aug.	1935	3.54	3.60
(16)	Oct.	1935	6.12	June	1935	6.85	6.75
(17)	Feb.	1936	2.94	Aug.	1936	4.39	4.44
(18)	Oct.	1936	7.00	June	1936	8.80	9.09
(19)	Feb.	1937	4.27	Aug.	1937	4.82	4.98
(20)	Oct.	1937	7.54	June	1937	8.87	9.49
(21)	Feb.	1938	2.44	Aug.	1938	4.33	4.71
(22)	Oct.	1938	6.68	June	1938	7.48	8.33
(23)	Feb.	1939	2.55	Aug.	1939	4.71	4.58
(24)	Oct.	1939	6.92	June	1939	4.48	9.51
LAST 5 YEARS 1935 - 1939							
AVER.-FEBRUARY			2.96	AVER.-AUG.		4.36	4.46
AVER.-OCTOBER			6.78	AVER.-JUNE		8.10	8.63

SOURCE: Computed from basic data shown on Form S-1232 "Efficiency of freight locomotive loading."

DEFENDANT'S EXHIBIT No. 192

January 21, 1944

For the Guidance of Officials and Employees Only

Passenger Train Consist No. 2-B, Revised: (Cancels No. 2-A, January 14, 1940)
Showing Consist of Passenger Trains as of June 2, 1940

Atchison, Topeka & Santa Fe Railway Company, Gulf, Colorado & Santa Fe Railway
Company

Issued by: J. J. Mahoney, General Supt. of Transportation

(Page 1)
Returns

Train No. 1,

Chicago-Kansas City

1 Harvey Refr.	Chicago-Los Angeles (Wed. for No. 7, Kansas City)	8
1 Express	Chicago-Kansas City (ex. Sun.)	DH
1 Bage Exp.	" Los Angeles	2
1 Chair-Women's	(AC-LW) Chicago-Los Angeles	2
1 "	(AC-LW) " "	2
1 "	(AC-LW) " "	2
1 Diner	(AC) " "	2
1 Lounge	(AC) " "	2
1 Tourist 14-sec.	(AC) " "	2
1 " 14-sec.	(AC) " "	2
1 " 14-sec.	(AC) " "	2
1 " 16-sec.	(AC) " (Sun., Tues., Wed., Fri.)	2
1 " 16-sec.	(AC) " Oakland (Mon., Thurs., Sat.)	2
1 " 14-sec.	(AC) Chg-Carlsbad-Los Angeles	2

12 cars; 11 Sun., 13 Wed.

Train No. 1,

Kansas City-Belen

1 Bage Mail (30'RPO)	Newton-Amarillo	124
1 " (15'RPO)	Amarillo-Belen	2
1 Exp Mail	Kansas City-Amarillo (ex. Mon.)	124
1 Bage Exp.	Chicago-Los Angeles	2
1 Chair-Women's (AC-LW)	" "	2
1 " (AC-LW)	" "	2
1 " (AC-LW)	" "	2
1 " (AC)	Kansas City-Oakland	2
1 Diner (AC)	Chicago-Los Angeles	2
1 Lounge (AC)	" "	2
1 Tourist 14-sec.	(AC) " "	2
1 " 14-sec.	(AC) " "	2
1 " 14-sec.	(AC) " "	2
1 " 16-sec.	(AC) " (Mon., Wed., Thurs., Sat.)	2
1 " 14-sec.	(AC) Kansas City-Los Angeles	2
1 " 16-sec.	(AC) Chicago-Oakland (Tues., Fri., Sun.)	2
1 " 14-sec.	(AC) Chicago-Carlsbad-Los Angeles	2

Kansas City-Newton,
Newton-Amarillo
Amarillo-Belen

14 cars; 13 Mon.
15 " 14 "
14 "

[fol. 5552]

Pullman
Line

Train No. 1,

Belen-Los Angeles

	1	B&M (15'RPO)	San Bernardino-Los Angeles (ex. Sunday and Holiday)
	1	Bagg. Exp.	Chicago-Los Angeles
	1	Chair-Women's	(AC-LW) Chicago-Los Angeles
	1	"	(AC-LW) " "
	1	"	(AC) " "
	1	Diner	(AC) Kansas City-Oakland
	1	Lounge	(AC) Chicago-Los Angeles
18 1/2	1	Tourist 14-sec.	(AC) " "
2d 18 1/2	1	" 14-sec.	(AC) " "
3d 18 1/2	1	" 14-sec.	(AC) " "
8 1/2	1	" 16-sec.	(AC) " "
4 1/2	1	Tourist 14-sec.	(AC) Kansas City-Los Angeles
5 1/2	1	" 16-sec.	(AC) Chicago-Oakland (Wed., Sat., Mon.)
13 1/2	1	" 14-sec.	(AC) Chicago-Carlsbad-Los Angeles, (25-26 Clovis-Carlsbad)

Belen-Barstow, 13 cars
 Barstow-SanBdno 11 cars, 12 Wed., Fri., Sat., Mon.
 SanBdno-Los Angeles 12 cars, 13 Wed., Fri., Sat., Mon., 11 Sun.

Train No. 1,

Barstow-Oakland

	1	Bagg. Exp.	Barstow-Oakland
	1	B&M (30'RPO)	" "
	1	Smoker-Chair	(AC) " "
	1	Chair	(AC) Kansas City-Oakland
5 1/2	1	Tourist 16-sec.	(AC) Chicago-Oakland (off No. 1 Tues., Thurs., Sun.)
39	1	Stnd 8-1-2	(AC) Chicago-Oakland (off No. 3)
	1	Cafe Obs.	Bakersfield-Oakland

Barstow-Bakersfield, 5 cars; 6 Tues., Thurs., Sun.
 Bakersfield-Oakland, 6 cars; 7 Tues., Thurs., Sun.

[fol. 5553]

Pullman
Line

Train No. 2,

Oakland-Barstow

	1	Bagg. Exp.	Oakland-Barstow
	1	B&M (30'RPO)	" "
	1	Smoker-Chair	(AC) " "
	1	Chair	(AC) Oakland-Kansas City (for No. 2 Barstow)
5 1/2	1	Tourist 16-sec.	(AC) Oakland-Chicago (for No. 2 Mon., Wed., Fri.)
39	1	Stnd 8-1-2	(AC) Oakland-Chicago (for No. 4, Barstow)
	1	Cafe Obs.	(AC) Oakland-Bakersfield

Oakland-Bakersfield, 6 cars; 7 Mon., Wed., Fri.
 Bakersfield-Barstow, 5 cars; 6 Mon., Wed., Fri.

Train No. 2,

Los Angeles-Belen

1	Bage Exp.		Los Angeles-Chicago	1
1	Chair-Women's (AC-LW)		" "	1
1	" (AC-LW)		" "	1
1	" (AC-LW)		" "	1
1	" (AC)		Oakland-Kansas City	1
1	Diner	(AC)	Los Angeles-Chicago	1
1	Lounge	(AC)	" "	1
1 1/2	Tourist 14-sec.	(AC)	" "	1
1 1/2	" 14-sec.	(AC)	" "	1
1 1/2	" 14-sec.	(AC)	" "	1
1 1/2	" 16-sec.	(AC)	" (Sun., Tues., Thurs., Sat.)	1
1 1/2	" 16-sec.	(AC)	Oakland-Chicago (Mon., Wed., Fri.)	1
1 1/2	" 14-sec.	(AC)	Los Angeles-Kansas City	1
1 1/2	" 14-sec.	(AC)	Los Angeles-Carlsbad-Chicago, (25-26 Clovis-Carlsbad)	1

Los Angeles-Barstow, 12 cars; 11 Mon., Wed., Fri.
Barstow-Belen, 13 cars

554]

man

Returns

Train No. 2,

Belen-Kansas City

1	B&M (15/RPO)		Belen-Amarillo	1
1	B&M (30/RPO)		Amarillo-Newton	123
1	Bage Exp.		Los Angeles-Chicago	1
1	Chair-Women's (AC-LW)		" "	1
1	" (AC-LW)		" "	1
1	" (AC-LW)		" "	1
1	" (AC)		Oakland-Kansas City	1
1	Diner	(AC)	Los Angeles-Chicago	1
1	Lounge	(AC)	" "	1
1 1/2	Tourist 14-sec.	(AC)	" "	1
1 1/2	" 14-sec.	(AC)	" "	1
1 1/2	" 14-sec.	(AC)	" "	1
1 1/2	" 16-sec.	(AC)	" (Mon., Wed., Fri., Sun.)	1
1 1/2	" 16-sec.	(AC)	Oakland-Chicago (Tues., Thurs., Sat.)	1
1 1/2	" 14-sec.	(AC)	Los Angeles-Kansas City	1
1 1/2	" 14-sec.	(AC)	Los Angeles-Carlsbad-Chicago	1

Belen-Newton, 14 cars.
Newton-Kansas Cy, 13 cars.

Train No. 2,

Kansas City-Chicago

1	Bage Exp.		Los Angeles-Chicago	1
1	Chair	(AC-LW)	" "	1
1	"	(AC-LW)	" "	1
1	"	(AC-LW)	" "	1
1	Diner	(AC)	" "	1
1	Lounge	(AC)	" "	1
1 1/2	Tourist 14-sec.	(AC)	" "	1
1 1/2	" 14-sec.	(AC)	" "	1
1 1/2	" 14-sec.	(AC)	" "	1
1 1/2	" 16-sec.	(AC)	" (Tues., Thurs., Sat., Mon.)	1
1 1/2	Tourist 16-sec.	(AC)	Oakland-Chicago (Wed., Fri., Sun.)	1
1 1/2	" 14-sec.	(AC)	Los Angeles-Carlsbad-Chicago	1

11 cars.

[fol. 5555]

Pullman
Line

Train No. 3,

Chicago-Kansas City

	1	Express	New York-Dallas (from Erie ex. Tues. for MKT)	
	1	"	Chicago-Houston (ex. Mon.)	
	1	Bag-Exp.	Los Angeles	
	1	Stge Mail	Kansas City (ex. Mon.)	
	1	Postal(60'RPO)	"	
	1	Express	" (ex. Mon.)	
	1	Smoker-Chair	(AC) Chicago-Denver (for 13-130 LaJunta)	141-
	1	Chair	(AC) " Los Angeles	
	1	Diner	(AC) " "	
	1	Lounge	(AC) " "	
9	1	Stnd 6-1-4	(AC) " "	
39	1	" 8-1-2	(AC) " Oakland	
45	1	2-3 Obs.	(AC) " Los Angeles	

13 cars; 10 Mon., 12 Tues.

Train No. 3,

Kansas City-LaJunta

	1	B&M (15'RPO)	Newton-LaJunta (ex. Sun.)	
	1	Express	Chicago-Houston (ex. Mon. for 15 Newton)	
	1	Bag-Exp-Mail	Kansas City-Houston (Mon. only for 15 Newton)	
	1	Bag-Exp-Mail	Kansas City-Ft. Worth (ex. Mon. for 15 Newton)	
	1	Express Mail	Kansas City-Oklahoma City (Wed., Thurs., Fri., Sat., for 15 Newton)	
	1	Bag-Exp-Mail	Chicago-Los Angeles (Messenger)	
	1	Bag-Exp-Mail	Kans. City-Denver (for 13-130 LaJunta)	141-1
	1	Smoker-Chair	(AC) Chicago-Denver (for 13-130 LaJunta)	141-1
	1	Chair	(AC) " Los Angeles	
	1	Diner	(AC) " "	
	1	Lounge	(AC) " "	
9	1	Stnd 6-1-4	(AC) " "	
39	1	Stnd 8-1-2	(AC) " Oakland (for No. 1 Barstow)	
3021	1	Stnd 12-1	(AC) San Angelo-Denver (off No. 6 Newton for 13-130 LaJunta)	141-14-4-5
45	1	2-3 Obs.	(AC) Chicago-Los Angeles	

Kans. City-Newton; 11 cars; 10 Mon., 12 Wed., Thurs., Fri., Sat.
Newton-LaJunta; 11 cars; 10 Sun.

Train No. 3,

LaJunta-Los Angeles

	1	Bag-Exp-Mail	Chicago-Los Angeles	
	1	Express Mail	Denver-Albuquerque (off 141-14)	8 or
	1	Chair	(AC) Chicago-Los Angeles	
	1	"	(AC) Denver-Los Angeles (off 141-14)	4-13-1
101 1/2	1	Tourist 16-sec.	(AC) Denver-Los Angeles (off 141-14)	4-13-1
760	1	Stnd 10-2	(AC) Denver-Albuquerque (off 141-14)	4-13-1
11	1	Stnd 8-1-2	(AC) Denver-Los Angeles (off 141-14)	4-13-1
	1	Diner	(AC) Chicago-Los Angeles	
	1	Lounge	(AC) Chicago-Los Angeles	
9	1	Stnd 6-1-4	(AC) Chicago-Los Angeles	
39	1	Stnd 8-1-2	(AC) Chicago-Oakland (for No. 1 Barstow)	2
763	1	Stnd 10-2	(AC) Winslow-Phoenix (for 47 Ash Fork)	42
45	1	2-3 Obs.	(AC) Chicago-Los Angeles	

LaJunta-Albuqr., 12 cars Ash Fork-Barstow, 10 cars.
Albuqr-Winslow, 10 cars Barstow-Los Angeles, 9 cars.
Winslow-Ash Fork, 11 cars.

5536]

man

Returns

Train No. 4,

Los Angeles-LaJunta

1	Bage Exp.	Los Angeles-Chicago	3
1	Chair	(AC) Los Angeles-Chicago	3
1	Chair	(AC) Los Angeles-Denver (for 13-130)	141-14-3
101 2	Tourist 16-sec.	(AC) Los Angeles-Denver (for 13-130)	141-14-3
60	1 Stnd 10-2	(AC) Albuqr-Denver (for 13-130)	141-14-3
11	1 Stnd 8-1-2	(AC) Los Angeles-Denver (for 13-130)	141-14-3
	1 Diner	(AC) Los Angeles-Chicago	3
	1 Lounge	(AC) Los Angeles-Chicago	3
9	1 Stnd 6-1-4	(AC) Los Angeles-Chicago	3
39	1 Stnd 8-1-2	(AC) Oakland-Chicago (off No. 2 Barstow)	3-1
45	1 2-3 Obs.	(AC) Los Angeles-Chicago	3

Los Angeles, Barstow, 9 cars.
 Barstow-Albuquerque, 10 "
 Albuquerque-LaJunta, 11 "

Train No. 4,

LaJunta-Kansas City

1	B&M (15'RPO)	LaJunta-Newton (ex. Sun.)	3
1	Bage Exp.	Houston-Kansas City (off 16' Newton)	3-15
1	Stge Mail	Newton-Kansas City	7
1	Bage Exp.	Los Angeles-Chicago	3
1	Bage-Exp-Mail	Denver-Kansas City (off 141-14)	3-13-130
1	Bage-Exp-Mail	Denver-Newton (off 141-14 Tues.)	-
1	Smoker-Chair	Denver-Chicago (off 141-14)	3-13-130
1	Chair	(AC) Los Angeles-Chicago	3
1	Diner	(AC) " "	3
1	Lounge	(AC) " "	3
9	1 Stnd 6-1-4	(AC) " "	3
39	1 Stnd 8-1-2	(AC) Oakland-Chicago	3-1
21	1 Stnd 12-1	(AC) Denver-San Angelo (off 141-14 for No. 5 Newton)	78-6-3 13-130
45	1 2-3 Obs.	(AC) Los Angeles-Chicago	3

LaJunta-Newton, 11 cars; 10 Sun., 12 Tues.
 Newton-Kansas City, 11 cars.

Train No. 4,

Kansas City-Chicago

1	Bage-Exp.	Los Angeles-Chicago	3
1	Smoker-Chair	(AC) Denver-Chicago	3-13-130
1	Chair	(AC) Los Angeles-Chicago	3
1	Diner	(AC) " "	3
1	Lounge	(AC) " "	3
9	1 Stnd 6-1-4	(AC) " "	3
39	1 Stnd 8-1-2	(AC) Oakland-Chicago	3-1
15	1 Stnd 8-1-2	(AC) Kansas City-Chicago	7
45	1 2-3 Obs.	(AC) Los Angeles-Chicago	3

9 cars.

3090

[fol. 5557]

Pullman
Line

Train No. 5,

Ret

Chicago-Kansas City

2 Express

New York-Kansas City (from M.C. ex. Mon. and
day after Holiday)

1 Stge Mail

Chicago-Kansas City (ex. Sun. and Holiday)

1 Postal (60'RPO)

Chicago-Kansas City (ex. Sun.)

1 Bage Exp.

Chicago-Houston

1 Jim Crow

(AC) Chicago-Galveston

1 Chair

(AC) Chicago-Galveston

1

(AC) Chicago-Okla. City (Fri., Sat., Sun.)

1 Diner

(AC) Chicago-Ft. Worth

1 Parlor-Club

(AC) Chicago-Ft. Worth

3008

1 Stnd 8-1-2

(AC) Chicago-Galveston

41

1 Stnd 8-1-2

(AC) Chicago-Oklahoma City

34

1 Stnd 10-1-2

(AC) Chicago-Tulsa (for No. 49 Kans. City)

14

1 Stnd 10-sec. Obs. (AC) Chicago-San Antonio (I-GN from Ft. Worth)

13 cars—11 Mon., 12 Sun., 14 Fri., Sat.

Train No. 5,

Kansas City-Ft. Worth

1 B&M (30'RPO)

Kansas City-Ft. Worth (from Okla. City Sun.)

1 Bage-Exp-Mail

Kansas City-Okla. City (Sun. only)

1 Bage-Exp.

Kansas City-Ft. Worth (ex. Mon. and day after
Holiday)

1 Bage Exp.

Chicago-Houston (to Galveston Sunday)

1 Jim Crow

(AC) Chicago-Galveston

1 Chair

(AC) Chicago-Galveston

1

(AC) Kansas City-Okla. City (from Chicago Sat., Sun.,
Mon., to Ft. Worth Sat.)

1 Diner

(AC) Chicago-Ft. Worth

1 Parlor-Club

(AC) Chicago-Ft. Worth

3008

1 Stnd 8-1-2

(AC) Chicago-Galveston

41

1 Stnd 8-1-2

(AC) Chicago-Okla. City

3021

1 Stnd 12-1/R

(AC) Denver-San Angelo (off No. 4 Newton for

14

1 Stnd 10-sec. Obs. (AC) Chicago-San Antonio (I-GN from Ft. Worth)
No. 77 Ft. Worth) 78-6-3-13

Kansas City-Newton, 11 cars, 10 Mon.

Newton-Okla. City, 12 cars, 11 Mon.

Okla. City-Ft. Worth, 10 cars, 9 Mon., 11 Sat.

Returns

Train No. 5,

Ft. Worth-Galveston

1 Bage-Exp.	Dallas-Clovis (ex. Sun.) (off 66 for 75)	98-91-76-6-65
1 Bage-Exp.	Dallas-Galveston (ex. Sun.) (off 66)	6-65
1 Bage-Exp.	Chicago-Houston (to Galveston Sun.)	6
1 B&M (30'RPO)	Ft. Worth-Galveston	6
1 Jim Crow (AC)	Chicago	6
1 Chair (AC)	"	6
1 Stnd 8-1-2 (AC)	"	6
1 Stnd 10-sec		
Lounge (AC)	Dallas-Galveston (off 65 Ft. Worth)	6-65
1 Stnd 10-1-2 (AC)	Dallas-Grand Canyon-Los Angeles, (off 66 Ft. Worth for No. 123, Clovis)	124-98-91-76-6-65
1 Chair (AC)	Dallas-Los Angeles (off 66 Ft. Worth for No. 123, Clovis)	24-124-98-91-76-6-65
1 Jim Crow Chair (AC)	Clovis-Houston (off 76 Temple)	6-75-92-97
1 Stnd 10-1-2 (AC)	Oakland-New Orleans (off 76 Temple for GCL Houston)	6-75-92-97-123-23

Ft. Worth-Temple, 10 cars; 8 Sun.
 Temple-Houston, 9 cars; 8 Mon.
 Houston-Galveston, 6 cars.

Train No. 6,

Galveston-Ft. Worth

1 Bage-Exp.	Clovis-Dallas (off 76 Temple for 65 ex. Mon.)	66-5-75-92-97
1 Bage-Exp.	Galveston-Dallas (for 65 ex. Sun.)	66-5
1 Bage-Exp.	Houston-Chicago (Sun. from Galveston)	5
1 B&M (30'RPO)	Galveston-Ft. Worth	5
1 Jim Crow (AC)	Galveston-Chicago	5
1 Chair (AC)	Galveston-Chicago	5
1 Stnd 8-1-2 (AC)	Galveston-Chicago	5
1 Stnd 10-sec		
Lounge (AC)	Galveston-Dallas (for No. 65)	66-5
1 Stnd 10-1-2 (AC)	Los Angeles-Grand Canyon-Dallas (off 76 Temple for 65)	66-5-75-92-97-123
1 Chair (AC)	Los Angeles-Dallas (off 76 Temple for No. 65)	66-5-75-92-97-123-23
1 Jim Crow Chair (AC)	Houston-Clovis (for No. 75 Temple)	98-91-76-5
1 Stnd 10-1-2 (AC)	New Orleans-Oakland (from GCL Houston for 75 Temple)	24-124-98-91-76-5

Galveston-Houston, 6 cars.
 Houston-Temple, 9 cars; 8 Sun.
 Temple-Ft. Worth, 10 cars; 8 Mon.

[fol. 5559]

Pullman
Line

Train No. 6.

Ft. Worth-Kansas City

	1 B&M (30'RPO)	Ft. Worth-Kansas City (Sun. Newton only)
	1 Bage Exp.	Houston-Chicago (Sun. from Galveston)
	1 Jim Crow	(AC) Galveston-Chicago
	1 Chair	(AC) Galveston-Chicago
	1	(AC) Okla. City-Kans. City (Mon. from Ft. Worth to Chicago Thurs., Fri. & Sat.)
41	1 Stnd 8-1-2	(AC) Okla. City-Chicago
	1 Diner	(AC) Ft. Worth-Chicago
	1 Parlor-Club	(AC) Ft. Worth-Chicago
3008	1 Stnd 8-1-2	(AC) Galveston-Chicago
3021	1 Stnd 12-1	(AC) San Angelo-Denver (off 78 for No. 3, Newton)
14	1 Stnd 10-sec. Obs.	(AC) San Antonio-Chicago (from I-GN Ft. Worth)
		Ft. Worth-Okla. City, 9 cars; 10 Mon.
		Okla. City-Newton, 11 cars.
		Newton-Kans. City, 10 cars; 9 Sun.

Train No. 6.

Kansas City-Chicago

	1 Postal (60'RPO)	Kansas City-Chicago (ex. Sun.)
	1 Stge Mail	Kansas City-Chicago (ex. Holidays)
	1 Bage Exp.	Houston-Chicago
	1 Jim Crow	(AC) Galveston-Chicago
	1 Chair	(AC) Galveston-Chicago
	1	(AC) Okla. City-Chicago (Thurs., Fri. & Sat.)
41	1 Stnd 8-1-2	(AC) Okla. City-Chicago
	1 Diner	(AC) Ft. Worth-Chicago
	1 Parlor-Club	(AC) Ft. Worth-Chicago
3008	1 Stnd 8-1-2	(AC) Galveston-Chicago
46	1 Stnd 14-sec.	(AC) Kansas City-Chicago
34	1 Stnd 10-1-2	(AC) Tulsa-Chicago (off No. 50)
14	1 Stnd 10-sec. obs.	(AC) San Antonio-Chicago

12 cars; 11 Sun., 13 Thurs., Fri. and Sat.

Train No. 7.

Chicago-Kansas City

	1 Stge Mail	Chicago-Kansas City (ex. Sun.)
	1 Postal (60'RPO)	Chicago-Kansas City
	2 Stge Mail	Chicago-Los Angeles (1 Sun., 1 Mon.)
	1 Exp.	Chicago-Los Angeles (ex. Sun. & Mon.)
	2 Exp.	New York-Los Angeles (from M.C. ex. Mon.)
	1 Bage Exp.	Chicago-Los Angeles (Messenger)
	1 Coach Exp.	Chicago-Los Angeles
13	1 Stnd 8-1-2	(AC) Chicago-Kansas City
46	1 Stnd 14-sec.	(AC) Chicago-Kansas City
7	1 Stnd 10-2	(AC) Chicago-Kansas City
1	Lounge	(AC) Chicago-Chillicothe
	1 Cafe Lounge	(AC) Shopton-Kansas City

Chicago-Chillicothe, 13 cars; 10 Sun., 11 Mon.
 Chillicothe-Shopton, 12 cars; 9 Mon., 10 Tues.
 Shopton-Kansas City, 13 cars; 10 Mon., 11 Tues.

Train No. 7,

Returns

Kansas City-Los Angeles

1 Harvey Refgr.	Chicago-Los Angeles (off No. 1, Kans. City Thurs.)	8
1 Stge Mail	Kansas City-Los Angeles	8
1 Exp. Mail	Kansas City-Pueblo (ex. Mon. for 35 LaJunta)	8
1 Postal (60'RPO)	Kansas City-Los Angeles	8
2 Stge Mail	Chicago-Los Angeles (1 Mon., 1 Tues.)	8
1 Exp.	Chicago Los Angeles (ex. Mon. & Tues.)	8
2 Exp.	New York-Los Angeles (ex. Tues.)	DH
1 Bage Exp.	Chicago-Los Angeles (Messenger)	8
1 Coach Exp.	Chicago-Los Angeles	8

Kansas City-La Junta, 10 cars; 7 Mon., 6 Tues., 11 Thurs.
LaJunta-Los Angeles, 9 cars; 6 Mon., 5 Tues., 10 Thurs.

Train No. 8,

Los Angeles-Kansas City

1 Stge Mail (DH)	Los Angeles-Kansas City	7
1 Postal (60'RPO)	Los Angeles-Kansas City	7
1 Stge. Mail	Los Angeles-Kansas City	7
1 Stge. Mail	Los Angeles-Chicago	7
1 Bage Exp.	Los Angeles-Chicago (Messenger)	7
1 Exp.	Los Angeles-Chicago	7
1 Exp. Refgr.	Los Angeles-Chicago (ex. Sun.)	7
1 Harvey Refgr.	Los Angeles-Chicago (Wed.)	1-7
1 Coach Exp.	Los Angeles-Chicago	7

Los Angeles-Albuquerque, 8 cars; 7 Sun., 9 Wed.
Albuquerque-LaJunta, 8 cars; 7 Mon., 9 Thurs.
LaJunta-Kansas City, 8 cars; 7 Tues., 9 Fri.

Train No. 8,

Kansas City-Chicago

1 Stge Mail	Kansas City-Chicago	5
1 Postal (60'RPO)	Kansas City-Chicago	7
1 Stge Mail	Los Angeles-Chicago	7
1 Bage Exp.	Los Angeles-Chicago (Messenger)	7
1 Exp.	Los Angeles-Chicago	7
1 Exp. Refgr.	Los Angeles-Chicago (ex. Tues.)	7
1 Harvey Refgr.	Los Angeles-Chicago (Friday)	1-7
1 Coach Exp.	Los Angeles-Chicago	7
1 Stnd 10-2 (AC)	Kansas City-Chicago	7
1 Cafe Lge	(AC) Kansas City-Shopton	7
1 Lounge (AC)	Chillicothe-Chicago	7

Kansas City-Shopton, 9 cars; 8 Tues., 10 Fri.
Shopton-Chillicothe, 8 cars; 7 Wed., 9 Sat.
Chillicothe-Chicago, 9 cars; 8 Wed., 10 Sat.

[fol. 5561]

Pullman Line

Trains 11-12 (Kansas City-Chicago)

Chicago-Oklahoma City

Car Numbers			
West	East		
		RPO 80-81	Chgo-Kans. City (Kans. City-Chgo No. 20)
119	129	Bag Chair	3492, 3493, Chicago-Okla. City
116	126	Chair	3107-3108, " " "
114	124	Club Chair	1398-1399, " " "
		Diner	1486-1487, " " "
112	122	Chair	3109-3110-3111, Chicago-Dallas (15-16-65-66 Okla. City-Dallas)
4018	Stdnd 14-Sec. (LW)		Kansas City-Dallas, (15-16-65-66 Okla. City-Dallas)
110	112	Parlor Obs.	3241-3242 Chicago-Tulsa (211-212, Kansas City-Tulsa)
		No. 11:	7 cars, Chicago-Kansas City
		6 "	Kansas City-Okla. City
		No. 12:	6 " Okla. City-Chicago
			Trains 211-212, Kansas City-Tulsa
118	128	Chair	3099
117	127	"	3100
		Diner	1482
110	120	Parlor Obs.	3241-3242 (On 11-12 Chicago-Kans. City)

Train No. 13-130.

LaJunta-Denver

	1	Stge. Mail (DH)	Pueblo-Denver (off No. 35)	141-
	1	Mail Exp.	Kansas City-Denver (off No. 3)	141-
	1	Smoker-Chair	Chicago-Denver (off No. 3)	141-
11	1	Stdnd 8-1-2 (AC)	Los Angeles-Denver (off No. 4)	141-
760	1	" 10-2 (AC)	Albuquerque-Denver (off No. 4)	141-
101½	1	Tourist 16-sec. (AC)	Los Angeles-Denver (off No. 4)	141-
	1	Chair (AC)	Los Angeles-Denver (off No. 4)	141-
	1	Lounge (AC)	LaJunta-Denver	14
3021	1	Stdnd 12-1 (AC)	San Angelo-Denver (off No. 3)	141-144
			LaJunta-Pueblo, 8 cars.	
			Pueblo-Denver, 9 "	

Train No. 141-14

Denver-LaJunta

	1	B&M (30'RPO)	Denver-LaJunta	231
	1	Bag-Exp-Mail	" Albuquerque (for No. 3)	4-7-35
	1	" " "	" Kansas City (for No. 4)	3-13
	1	" " "	" Newton (for No. 4 Mon. only)	
	1	Smoker-Chair (AC)	Denver-Chicago (for No. 4)	3-13
3021	1	Stand 12-1 (AC)	" San Angelo (for No. 4)	78-6-3-13
	1	Lounge (AC)	" LaJunta	13
11	1	Stdnd 8-1-2 (AC)	" Los Angeles (for No. 3)	4-13
760	1	" 10-2 (AC)	Dever-Albuqr. (for No. 3)	4-13
101½	1	Tourist 16-sec. (AC)	Denver-Los Angeles (for No. 3)	4-13
	1	Chair (AC)	" " (for No. 3)	4-13
			10 cars; 11 Mon.	

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man Line

Returns

Trains 13-14,

Albuquerque-El Paso-Albuquerque

Albuquerque-El Paso-Albuquerque

- 1 Bage-Exp.
1 B&M (15'RPO)
1 Jim Crow (AC)
1 Chair (AC)
1 Stnd 14-Sec. (AC)

5 cars.

Train No. 15,

New-n-Ft. Worth

- 1 Exp: Chicago-Houston (Mon. from Kans. City, off No. 3) 16-4
1 Bage-Exp-Mail Kans. City-Ft. Worth (ex. Mon., off No. 3) 16
1 Bage-Exp-Mail Kans. City-Okla. City (off No. 3 Wed.,
Thurs., Fri., Sat.) DH
1 B&M (30'RPO) Newton-Ft. Worth 16
1 Jim Crow (AC) Newton-Dallas (for No. 65) 66-16
1 Chair (AC) Newton-Okla. City 16
1 Chair (AC-LW) Chicago-Dallas (off 11 Okla. City for No. 65) 66-16-12
1 Stnd 14-Sec. (AC-LW) Kansas City-Dallas (off No. 11,
Okla. City for 65) 66-16-12
1 Stnd 14-Sec. (AC) Okla. City-Dallas (for No. 65) 66-16

Newton-Okla. City, 5 cars; 4 Mon., 6 Wed., Thurs, Fri., Sat.
Okla. City-Ft. Worth, 7 cars; 6 Tues.

Train No. 15,

Ft. Worth-Galveston

- 1 Exp-Bage Chicago-Houston 16-4
1 B&M (15'RPO) Ft. Worth-Galveston 16
1 Jim-Cros (AC) " " 16
1 Chair (AC) " " 16

4 cars.

Train No. 16,

Galveston-Ft. Worth

- 1 Bage Exp. Houston-Kans. City (for No. 4 Newton) 3-15
1 B&M (15'RPO) Galveston-Ft. Worth 15
1 Jim Crow (AC) " " 15
1 Chair (AC) " " 15

4 cars.

[fol. 5563]

Pullman Line

Train No. 16,

Ft. Worth-Newton

	1	Bage Exp.	Dallas-Okla. City (off No. 66)	
	1	Bage Exp.	Houston-Kans. City (for No. 4 Newton)	
	1	B&M (30'RPO)	Ft. Worth-Newton	
	1	Jim Cros (AC)	Dallas-Newton (off No. 66)	
	1	Chair (AC)	Okla. City-Newton	
	1	Chair (AC-LW)	Dallas-Chicago (off 66 for No. 12, Okla. City)	11-12
4018	1	Std 14-Sec. (AC-LW)	Dallas-Kans. City (off No. 66 for No. 12, Okla. City)	11-12
49	1	Std 14-Sec. (AC)	Dallas-Okla. City (off No. 66)	

Ft. Worth-Oklahoma City 7 cars.
 Oklahoma City-Newton, 4 cars.

Trains 17-18. (Super-Chief)

(Light Weight—Air Conditioned)

Departs Chicago Tuesdays

Departs Los Angeles Fridays

(Diesel Locomotive)

	1	Club-Baggage	1386
4014	1	Std 17-Roomette	TUBA
4015	1	Std 2-DR 4-Compartment 4-DBR	HASTA
2d 4007	1	Std 2-DR 2-Compartment 6-DBR	TAOS*
	1	Club-Lounge	1370
	1	Diner	1474
4007	1	Std 2-DR 2-Compartment 6-DBR	ORAIBI*
4006	1	Std 8-Sect. 2-Compartment 1-DR	LAGUNA*
4008	1	Std 2-DR 3-Compartment 1-DBR Observation	NAVAJO*

* Budd Sleepers.

Departs Chicago
 Departs Los Angeles

Saturday
 Tuesday

	1	Club-Baggage	1387
4014	1	Std 17-Roomette	CHIMAYO
3d 4015	1	Std 2-DR 4-Compartment 4-DBR	BACOB
2d 4015	1	Std 2-DR 4-Compartment 4-DBR	TAPACIPA
	1	Club-Lounge	1378
	1	Diner	1488
4015	1	Std 2-DR 4-Compartment 4-DBR	NAVA
4006	1	Std 8-Sect. 2-Compartment 1-DR	ISLETA*
4016	1	Std 4-DR 1-DBR Observation	PUYE

* Budd sleeper.

Train No. 19 (The Chief)

Chicago-Los Angeles

1 Mail Exp.	Chicago-Kansas City	24
1 Stge Mail	Kansas City-Los Angeles	20
1 B&M (30'RPO)	Kansas City-Los Angeles	20
1 Stge Mail	Chicago-Los Angeles (Tuesday only)	20
1 Club Baggage	"	20
1 Stnd 8-2-2	Kansas City-Los Angeles	20
1 Stnd 17-Roomette	Chicago-Los Angeles	20
1 Stnd 2-DR 4-Comp. 4-DBR.	Chicago-Los Angeles	20
1 Club Lounge	"	20
1 Diner	"	20
1 Stnd 2-DR 4-Comp. 4-DBR.	"	20
1 Stnd 8-Sec. 2-Comp. 2-DBR.	"	20
1 Stnd 2-DR 4-Comp. 4-DBR and 8-sect. 2-Comp. 2-DBR alternating.	Chicago-Grand Canyon-Los Angeles.	20
1 Stnd 4-DR 1-DBR Observation,	Chicago-Los Angeles	20

sleeping cars, diner, and club cars Light Weight-Air Conditioned.

10 cars, Chicago-Kansas City, 11 Tues.
12 cars, Kansas City-Los Angeles, 13 Tues.

Train No. 20 (The Chief)

Los Angeles-Chicago

1 Stge Mail	Los Angeles-Kansas City (to Chicago when needed).	19
1 B&M (30'RPO)	Los Angeles-Kansas City	19
1 RPO (60')	Kansas City-Chicago (light weight)	19
1 Club Baggage	Los Angeles	19
1 Stnd 8-2-2	Kansas City	19
1 Stnd 17-Roomette,	Chicago	19
1 Stnd 2-DR 4-Comp. 4-DBR.	Los Angeles-Chicago	19
1 Club-Lounge	Los Angeles-Chicago	19
1 Diner	"	19
1 Stnd 2-DR 4-Comp. 4-DBR.	"	19
1 Stnd 8-Sect. 2-Comp. 2-DBR	"	19
1 Stnd 2-DR 4-Comp. 4-DBR and 8-Sect. 2-Comp. 2-DBR alternating.	Los Angeles-Grand Canyon-Chicago.	19
1 Stnd 4-DR 1-DBR Observation,	Los Angeles-Chicago.	19

sleeping cars, diner, and club cars Light Weight-Air Conditioned.

12 cars, Los Angeles-Kansas City
10 cars Kansas City-Chicago

Trains 21-22 (El Capitan)

Departs Chicago, Tuesday and Saturday
Departs Los Angeles, Friday and Tuesday
(Diesel Locomotive)

Car Numbers:

West	East		
219	229	Baggage Dormitory	32-Seat Chair Car.
218	228	Chair car	52 seats
214	224	Club-Chair	20 seats
		Lunchcounter-Dining car	
212	222	Chair car	52 seats
240	220	Observation Chair Car	52 seats

[fel. 5566]

Pullman Line

Train No. 23

Chicago-Kansas City

	1 Exp.	Chicago-Oakland (ex. Mon. for M. P. Kans Cy)
	1 " -Kans City (ex. Sun. & Mon.)	
	1 Bage-Exp.	" -Los Angeles
	1 Smoker-Chair (AC)	Chicago-Albuquerque
	1 Chair (AC)	" -Los Angeles
7 1/2	1 Tourist 16-Sec. (AC)	" -Grand Canyon-Los Angeles (No. 123 from Williams)
	1 Diner (AC)	Chicago-Los Angeles
	1 Lounge (AC)	"
25	1 Stnd 10-1-2 (AC)	" -Grand Canyon-Los Angeles (No. 123 from Williams)
2	1 Stnd 10-1-2 (AC)	Chicago-Los Angeles (No. 123 Kans City-Williams)
31	1 10-sec. Obs. (AC)	Chicago-Los Angeles

11 cars; 10 Sun., 9 Mon.

Train No. 23

Kansas City-Williams

	1 Bage-Exp.	Chicago-Los Angeles
	1 Bage-Exp.	Kans City-Denver (ex. Sun.) (for 231-230 La Junta)
	1 Smoker-Chair (AC)	Chicago-Denver (for 231-230)
	1 Chair (AC)	" -Los Angeles
7 1/2	1 Tourist 16-Sec. (AC)	" -Grand Canyon-Los Angeles (No. 123 from Williams)
	1 Diner (AC)	Chicago-Los Angeles
	1 Lounge (AC)	"
25	1 Stnd 10-1-2 (AC)	" -Grand Canyon-Los Angeles (No. 123 from Williams)
6	1 Stnd 10-2 (AC)	Kansas City-Denver (for 231-230 La Junta)
31	1 10-Sec. Obs. (AC)	Chicago-Los Angeles
	Kansas City-La Junta, 10 cars; 9 Sun.	
	La Junta-Albuquerque, 7 "	
	Albuquerque-Williams, 7 "	

Train No. 23

Williams-Los Angeles

	1 Bage-Exp.	Chicago-Los Angeles
	1 Chair (AC)	Chicago-Los Angeles
	1 Chair (AC)	Dallas-Los Angeles (off No. 123 Williams)
	1 Diner (AC)	Chicago-Los Angeles
	1 Lounge (AC)	Chicago-Los Angeles
6 1/2	1 Tourist 16-Sec. (AC)	Kans City-Los Angeles (off No. 123 Williams)
2	1 Stnd 10-1-2 (AC)	Chicago-Los Angeles (off 123 Williams)
3010	1 Stnd 10-1-2 (AC)	New Orleans-Oakland (off No. 123 Williams)
31	1 10-Sec. Obs (AC)	Chicago-Los Angeles

9 Cars Williams-Barstow

8 Cars Barstow-Los Angeles

7]

Line	Train No. 23, Barstow-Oakland	Returns
1 Bage Exp.	Fresno-Oakland (ex. Mon.)	24
1 Bage Exp.	Barstow- "	24
1 B&M (30'RPO)	" "	24
1 Smoker-Chair	(AC) " "	24
1 Stnd 10-1-2 (AC)	New Orleans-Oakland	24-124-98-91-76-5
	4 cars; 5 from Fresno, ex. Mon.	
	Train No. 24, Oakland-Barstow	
1 Bage Exp.	Oakland-Fresno (ex. Sun.)	23
1 " "	Barstow	23
1 B&M (30'RPO)	" "	23
1 Smoker-Chair	(AC) Oakland-Barstow	23
1 Stnd 10-1-2	(AC) " New Orleans	23
	4 cars; 5 to Fresno, ex. Sun.	
	Train No. 24, Los Angeles-Williams	
1 Bage Exp.	Los Angeles-Chicago	23
1 Chair car (AC)	Los Angeles-Chicago	23
1 Chair car (AC)	Los Angeles-Dallas (for No. 124 Williams)	66-5-75-92-97-123-23
1 Diner (AC)	Los Angeles-Chicago	23
1 Lounge (AC)	Los Angeles-Chicago	23
1 Tourist 16-sec. (AC)	Los Angeles-Kansas City (for No. 124 Williams)	123-23
1 Stnd 10-1-2 (AC)	Los Angeles-Chicago (for No. 124 Williams)	23-123-23
1 Stnd 10-1-2 (AC)	Oakland-New Orleans (for No. 124 Williams)	6-75-92-97-123-23
1 Stnd 10-2 (AC)	Phoenix-Winslow (off 42 Ash Fork)	3-47
1 10-Sec. Obs. (AC)	Los Angeles-Chicago	23
	Los Angeles-Barstow 8 cars	
	Barstow-Ash Fork, 9 "	
	Ash Fork-Williams, 10 "	
	Train No. 24, Williams-Kansas City	
1 Stge Mail (DH)	Albuqr-Kansas City (Can return No. 8 if desired)	7-3
1 Bage-Exp.	Los Angeles-Chicago	23
1 Bage-Exp.	Denver-Kans. City (ex. Sun.) (off 241-240 La Junta)	23-231-230
1 Smoker-chair	(AC) Denver-Chicago (off 241-240 La Junta)	23-231-230
1 Chair	(AC) Los Angeles-Chicago	23
1 Tourist 16-sec.	(AC) Los Angeles-Grand Canyon-Chicago, (No. 124 Los Angeles-Williams)	23-123
1 Diner	(AC) Los Angeles-Chicago	23
1 Lounge	(AC) Los Angeles-Chicago	23
1 Stnd 10-1-2	(AC) Los Angeles-Grand Canyon-Chicago (No. 124 Los Angeles-Williams)	23-123
1 Stnd 10-2	(AC) Denver-Kans. City (off 241-240 La Junta)	23-231-230
1 Stnd 10-2	(AC) Phoenix-Winslow (off 42 Ash Fork)	3-47
1 10-sec. Obs.	(AC) Los Angeles-Chicago	23
Williams-Winslow, 8 cars; Winslow-Aluqr. 7 cars; Albuqr-La Junta 8 cars. La Junta-Kans. City 11 cars; 10 Sun.		

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Pullman Line

Train No. 24,

Kansas City-Chicago

	1 Stage Mail	Kansas City-Chicago
	1 B&M (60'RPO)	Kansas City-Chicago
	1 Exp.	Oakland-Chicago (from Mo. Pac. ex. Wed.)
	1 Bage-Exp.	Los Angeles-Chicago
	1 Smoker-Chair	(AC) Denver-Chicago
	1 Chair	(AC) Los Angeles-Chicago
7 1/2	1 Tourist 16-Sec.	(AC) " Grand Canyon-Chicago
	1 Diner	(AC) " Chicago
	1 Lounge	(AC) " "
25	1 Stnd 10-1-2	(AC) " Grand Canyon-Chicago
2	1 Stnd 10-1-2	(AC) " Chicago (off 124 Kans. City)
31	1 10-sec. Obs.	(AC) " "

11 cars; 10 Wed.

Train No. 27,

Kansas City-Oklahoma City

	1 Mail Exp.	Kansas City-Wichita
	1 Bage Exp.	Kansas City-Dodge City (for 127 Newton)
	1 B&M (30'RPO)	Newton-Oklahoma City
	1 Bage-Mail	Kans. City-Oklahoma City
	1 Exp.	" " " "
	1 Jim Crow (AC)	" " " "
	1 Chair (AC)	" " " "
	1 Chair (AC)	" " Dodge City (for No. 127)
3012	1 Stnd 10-2 (AC)	" " Dodge City (for No. 127)
2d 3013	1 Stnd 8-1-2 (AC)	" " Okla. City
3013	1 Stnd 10-sec. Lounge (AC)	Kans. City-Okla. City

Kansas City-Newton,	10 cars.
Newton-Wichita,	8 "
Wichita-Okla. City,	7 "

Train No. 28,

Oklahoma City-Kansas City

	1 B&M (30'RPO)	Dodge City-Kans. City (off No. 128, Newton)
	1 Bage Exp.	" " " "
	1 Bage-Exp-Mail	Wichita-Kansas City
	1 Bage-Exp-Mail	Wichita-Newton (ex. Mon.)
	1 B&M (30'RPO)	Okla. City-Newton (ex. Sun.)
	1 Stage Mail	" " Kansas City
	1 Bage Exp.	" " " "
	1 Jim Crow (AC)	" " " "
	1 Chair (AC)	" " " "
2d 3013	1 Stnd 8-1-2 (AC)	" " " "
3013	1 Stnd 10-sec. Lounge (AC)	Okla. City-Kans. City
3003	1 Stnd 12-a (AC)	Wichita-Kans. City
	1 Chair (AC)	Dodge City-Kans. City (off No. 128 Newton)
3012	1 Stnd 10-2 (AC)	" " " " " " " "

7 cars, Okla. City-Wichita,	6 Sun.
10 cars, Wichita-Newton,	8 Mon.
12 cars, Newton-Kans. City,	

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man Line

Train No. 123

Returns

Kansas City-Clovis

1	B&M (30/RPO)	Kans City-Dodge City (for 127 Newton)	128-28
1	Exp-Mail	Kans City-Dodge City (Ex. Sun for 127 Newton)	128-124
1	Exp-Mail	Kansas City-Wichita (Ex. Sun)	28
1	B&M (30/RPO)	Newton-Belen	124-2
1	Exp-Mail	Kans City-Amarillo	124
1	Bag Exp.	Kans City-Williams	124
1	Jim Crow Chair	(AC) Kans City-Clovis	124
1	Chair (AC)	Kans City-Grand Canyon-Los Angeles	124
6 1/2	1 Tourist 16-See	(AC) Kans City-Los Angeles (for No. 23, Williams)	24-124
1	Diner (AC)	Wellington-Belen	124
1	Lounge (AC)	Kans City-Gallup	124
2	1 Std. 10-1-2 (AC)	Chicago-Los Ang. (off 23 Kans City for 23 Williams)	24-124-24
3	1 Std. 12-1 (AC)	Kansas City-Wichita	28
		Kansas City-Newton	11 cars, 9 Sun.
		Newton-Wichita	10 " 9 Mon.
		Wichita-Wellington	8 "
		Wellington-Amarillo	9 "
		Amarillo-Clovis	8 "

Train No. 123

Clovis-Williams

1	B&M (30/PRO)	Newton-Belen	124-2
1	Bag Exp.	Kans City-Williams	124
1	Chair (AC)	Kans City-Grand Canyon-Los Angeles	124
1	Chair (AC)	Dallas-Los Angeles (off 97 Clovis for No. 23, Williams)	24-124-98-91-76-6-65
6 1/2	1 Tourist 16-See	(AC) Kans City-Los Angeles (for No. 23 Williams)	24-124
1	Diner (AC)	Wellington-Belen	124
1	Lounge (AC)	Kansas City-Gallup	124
2	1 Std. 10-1-2	(AC) Chicago-Los Angeles (For No. 123 Williams)	24-124-24
40	1 Std. 10-1-2	(AC) New Orleans-Oakland (off 97 for No. 23, Williams)	24-124-98-91-76-5
5	1 Std. 10-1-2	(AC) Dallas-Grand Canyon-Los Angeles (off 97, Clovis)	124-98-91-76-6-65
		Clovis-Belen	10 cars
		Belen-Gallup	8 "
		Gallup-Williams	7 "

[fol. 5570]

Pullman Line

Train No. 123

Williams-Los Angeles

	1 Bage-Exp.		Williams-Los Angeles	
	1 Chair (AC)		Kans. City-Grand Canyon-Los Angeles	
7 1/2	1 Tourist 16-Sec.	(AC)	Chicago-Grand Canyon-Los Angeles (No. 23, Chicago-Williams)	124
	1 Diner (AC)		Needles-Los Angeles	
	1 Lounge (AC)		Needles-Los Angeles	
25	1 Stnd 10-1-2	(AC)	Chicago-Grand Canyon-Los Angeles (No. 23, Chicago-Williams)	124
3005	1 Stnd 10-1-2	(AC)	Dallas-Grand Canyon-Los Ang.	124-98-91
33	1 10-Sec. Lounge	(AC)	Grand Canyon-Los Angeles	6-6

6 cars, Williams-Needles

8 cars, Needles-Los Angeles

Train No. 124

Los Angeles-Williams

	1 Bage-Exp.		Los Angeles-Williams	
	1 Chair (AC)		" " -Grand Canyon-Kans City	
7 1/2	1 Tourist 16-Sec.	(AC)	" " -Grand Canyon-Chicago (No. 24, Williams-Chicago)	23
	1 Diner (AC)		Los Angeles-Needles	
	1 Lounge (AC)		" " -Grand Canyon-Chicago (No. 24, Williams-Chicago)	23
25	1 Stnd 10-1-2	(AC)	Los Angeles-Grand Canyon-Dallas (for 98, Clovis)	66-5-75-92-97
3005	1 Stnd 10-1-2	(AC)	Los Angeles-Grand Canyon	
33	1 10-Sec. Lounge	(AC)		

8 cars, Los Angeles-Needles

6 cars Needles-Williams

Train No. 124

Williams-Clovis

	1 Bage-Exp.		Williams-Kansas City	
	1 B&M (30'RPO)		Belen-Amarillo	
	1 Chair	(AC)	Los Angeles-Grand Canyon-Kans City	
	1 Chair	(AC)	Los Angeles-Dallas (No. 24 Los Angeles-Williams)	66-5-75-92-97
6 1/2	1 Tourist 16-Sec.	(AC)	Los Angeles-Kansas City (No. 24 Los Angeles-Williams)	123
	1 Diner	(AC)	Belen-Wellington	
	1 Lounge	(AC)	Gallup-Kansas City	
2	1 Stnd 10-1-2	(AC)	Los Angeles-Chicago (off No. 24 Williams for 24 Kans City)	23-123
3010	1 Stnd 10-1-2	(AC)	Oakland-New Orleans (No. 24, Oakland-Williams)	6-75-92-97
3005	1 Stnd 10-1-2	(AC)	Los Angeles-Grand Canyon-Dallas (for No. 98, Clovis)	66-5-75-92-97

Williams-Gallup

7 cars

Gallup-Belen

8 "

Belen-Clovis

10 "

571]

an Line

Returns

Train No. 124,
Clovis-Kansas City

1 Stge Mail	Newton-Kansas City (ex. Sun.)	
1 Stge Mail	Dodge City-Kans. City (off 128, ex. Tues.)	123-127
1 Stge Mail	Amarillo-Kans. City	123
1 B&M (30'RPO)	Amarillo-Newton	1
1 Bage-Exp.	Amarillo-Kansas City (ex. Sun.)	1
1 Bage-Exp.	Williams-Kansas City	123
1 B&M (30'RPO)	Belen-Amarillo	123
1 Jim Crow-Chair	(AC) Clovis-Kansas City	123
1 Chair (AC)	Los Angeles-Grand Canyon-Kansas City	123
1 Tourist 16-sec.	(AC) Los Angeles-Kansas City (No. 24, Los Angeles-Williams)	123-23
1 Diner	(AC) Belen-Wellington	123
1 Lounge	(AC) Gallup-Kansas City	123
1 Stnd 10-1-2 (AC)	Los Angeles-Chgo. (For 24 Kans City)	23-123-23
	Clovis-Amarillo, 8 cars.	
	Amarillo-Wellington 10 " 9 Sun.	
	Wellington-Newton, 9 " 8 Mon.	
	Newton-Kans. City, 10 " 9 Sun., Mon., Tues.	

Train No. 127,
Newton-Dodge City

1 B&M (30'RPO)	Kansas City-Dodge City (off No. 123)-	128-28
1 Exp. Mail	Kansas City-Dodge City (off No. 123, ex. Mon.)	128-124
1 Bage Exp.	Kansas City-Dodge City (off No. 27)	128-28
1 Smoker-Chair	Newton-Dodge City	128
1 Chair (AC)	Kans. City-Dodge City (off No. 27)	128-28
1 Stnd 10-2 (AC)	Kans. City-Dodge City (off No. 27)	128-28

6 cars; 5 Mon.

Train No. 128,
Dodge City-Newton

1 Stge Mail	Dodge City-Kans. City (for No. 124 ex. Mon.)	123-127
1 B&M (30'RPO)	Dodge City-Kans. City (for No. 28)	123-127
1 Bage Exp.	Dodge City-Kans. City (for No. 28)	27-127
1 Smoker-Chair	Dodge City-Newton	127
1 Chair (AC)	Dodge City-Kans. City (for No. 28)	27-127
1 Stnd 10-2 (AC)	Dodge City-Kans. City (for No. 28)	127

6 cars; 5 Mon.

or car with passenger trailer operates Nos. 127-128 between Dodge City-La Junta.

572]

an Line

Returns

Train 75-92-97,
Temple-Clovis

1 Bage-Exp.	Brownwood-San Angelo (for No. 79 Coleman)	78
1 Bage-Exp.	Dallas-Clovis (Mon. Temple-Sweetwater)	98-91-76-6-65
1 B&M (30'RPO)	Temple-Clovis	98-91-76
1 Jim Crow-Chair	(AC) Houston-Clovis (off No. 6 Temple)	98-91-76-5
1 Chair (AC)	Dallas-Los Angeles (off 5 for 123)	24-124-98-91-76-6-65
1 Diner (AC)	Brownwood-Clovis	98-91-76
1 Stnd 10-1-2 (AC)	New Orleans-Oakland (off No. 6 for 123)	24-124-98-91-76-6-65
1 Stnd 10-1-2 (AC)	Dallas-Grand Canyon-Los Angeles, (off No. 5 for 123)	124-98-91-76-6-65

6 cars, Temple-Brownwood

8 cars, Brownwood-Coleman

7 cars, Coleman-Clovis (6 Sweetwater to Clovis Monday)

Train 98-91-76

Clovis-Temple

	1 B&M (30'RPO)	Coleman-Brownwood (off No. 80 for 78)	
	1 Bage-Exp.	Clovis-Dallas (Sun. Sweetwater to Temple)	66-5-75-92-75-92
	1 B&M (30'RPO)	Clovis-Temple	75-92
	1 Jim Crow-Chair	(AC) Clovis-Houston (for No. 5 Temple)	6-75-92
	1 Chair (AC)	Los Angeles-Dallas (off 124 for No. 6)	66-5-75-92-97-75-92
	1 Diner (AC)	Clovis-Brownwood	75-92
3005	1 Stnd 10-1-2 (AC)	Los Angeles-Grand Canyon-Dallas, (off No. 124 for No. 6)	66-5-75-92-97-75-92
3010	1 Stnd 10-1-2 (AC)	Oakland-New Orleans (off No. 124 for No. 5)	6-75-92-97-123
7 cars Clovis-Coleman (6 Clovis to Sweetwater Sunday)			
8 cars Coleman-Brownwood			
6 cars Brownwood-Temple			

Trains 231-230-241-240

	1 Bage-Exp.	Kans. City-Denver-Kans. City (off No. 23 for No. 24)	
	1 Bage-Exp.	La Junta-Denver-La Junta (Mon. only)	
	1 B&M (30'RPO)	La Junta-Denver (returns on 141-14)	
	1 Smoker-chair (AC)	Chicago-Denver-Chicago (off 23 for No. 24)	
	1 Chair (AC)	La Junta-Denver-La Junta	
6	1 Stnd 10-2 (AC)	Kans. City-Denver-Kans. City (off No. 23 for No. 24)	
	1 Cafe-Obs. (AC)	La Junta-Denver-La Junta	
		La Junta-Denver,	6 cars, 5 Sun.
		Denver-La Junta,	5 cars, 4 Sun.

[fol. 5573]

Pullman Line

Train No. 47

Kansas City-Tulsa

	1 B&M (30'RPO)
	1 Bage Exp.
	1 Exp. (ex. Sun.)
	1 Jim Crow (AC)
	1 Chair (AC)
3011	1 Stnd 10-1-2 (AC)

6 cars; 5 Sun.

Train No. 49

Kansas City-Tulsa

	1 B&M (30'RPO)
	1 Bage-Exp.
	1 Jim Crow (AC)
	1 Chair (AC)
34	1 Stnd 10-1-2 (AC) (off No. 5)
	1 Cafe-Obs. (AC)

6 cars.

Pullman Line

Train No. 48

Tulsa-Kansas City

	1 B&M (30'RPO)
	1 Bage-Exp.
	1 Jim Crow (AC)
	1 Chair (AC)
3011	1 Stnd 10-1-2 (AC)

6 cars; 5 Sun.

Train No. 50

Tulsa-Kansas City

	1 B&M (30'RPO)
	1 Bage Exp.
	1 Jim Crow (AC)
	1 Chair (AC)
34	1 Stnd 10-1-2 (AC) Tulsa-Chicago for No. 6)
	1 Cafe-Obs. (AC)

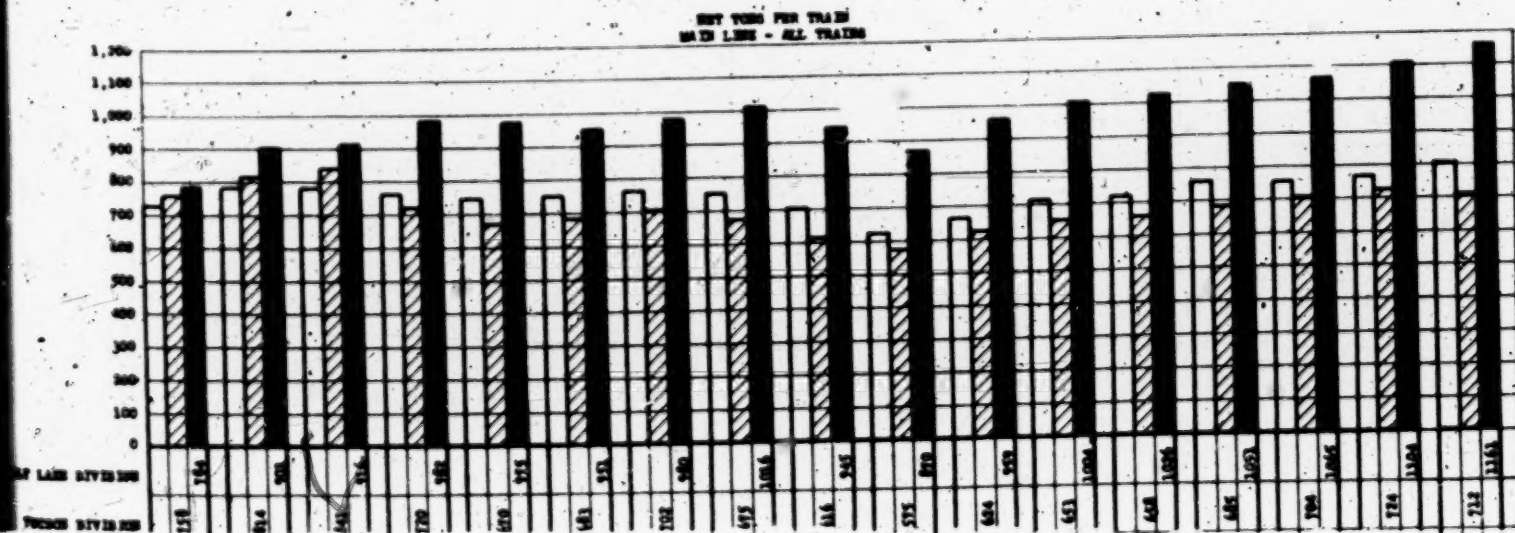
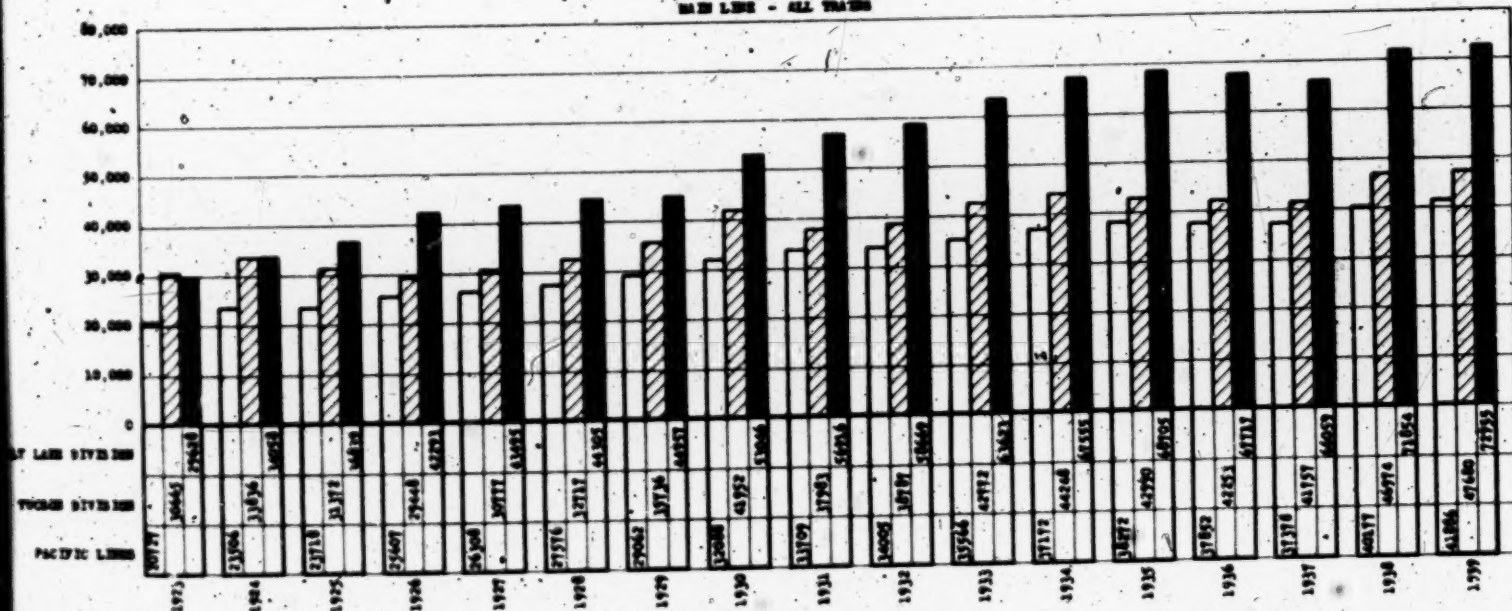
6 cars.

Defendant's Exhibit No. 193 (Witness Sines)
Jan. 21, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

GROSS TON MILES PER TRAIN HOUR AND NET TONS PER TRAIN
SALT LAKE DIVISION, TUCSON DIVISION AND PACIFIC LINES

MILES
GROSS TONS PER TRAIN HOUR
MAIN LINE - ALL TRAINS

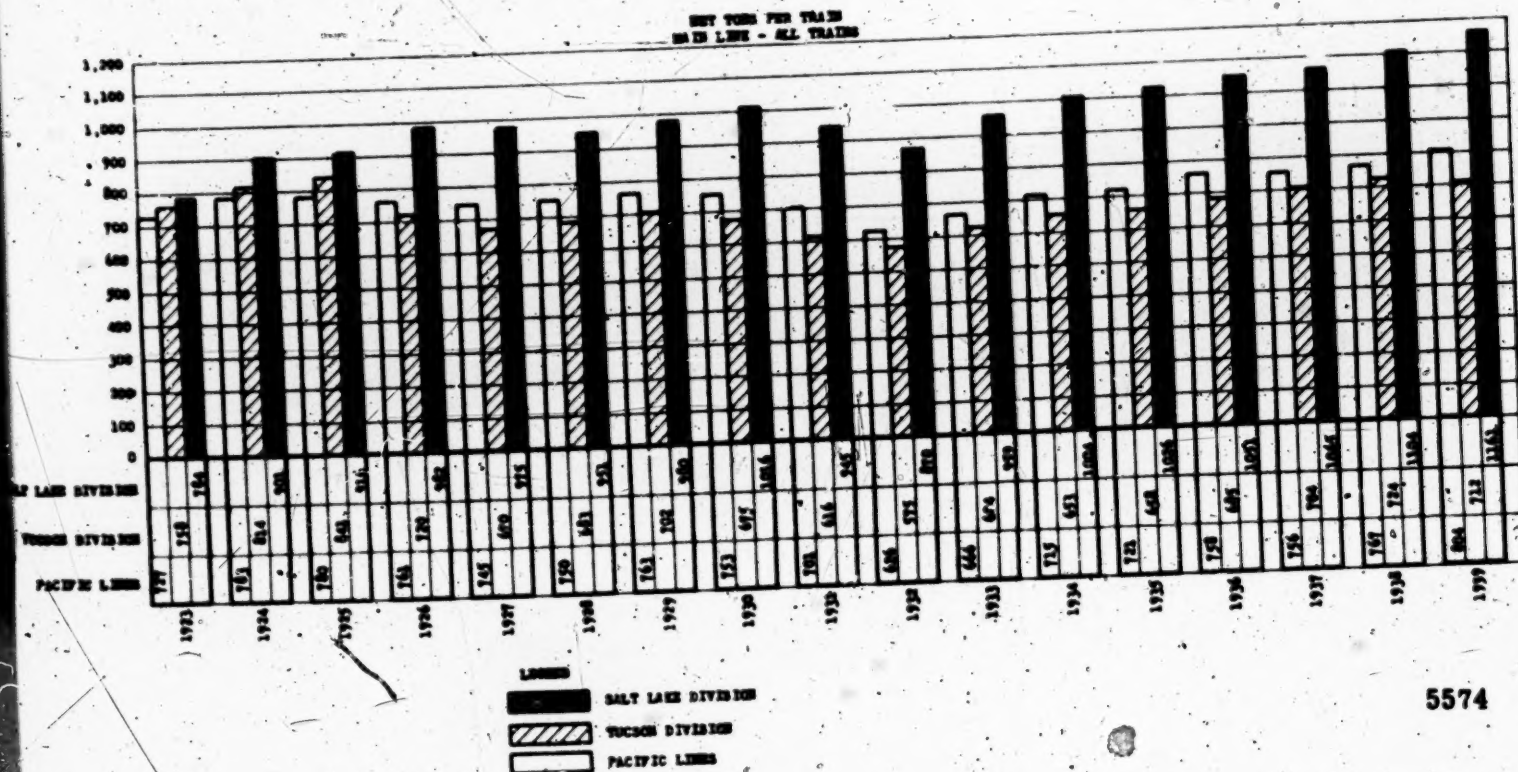
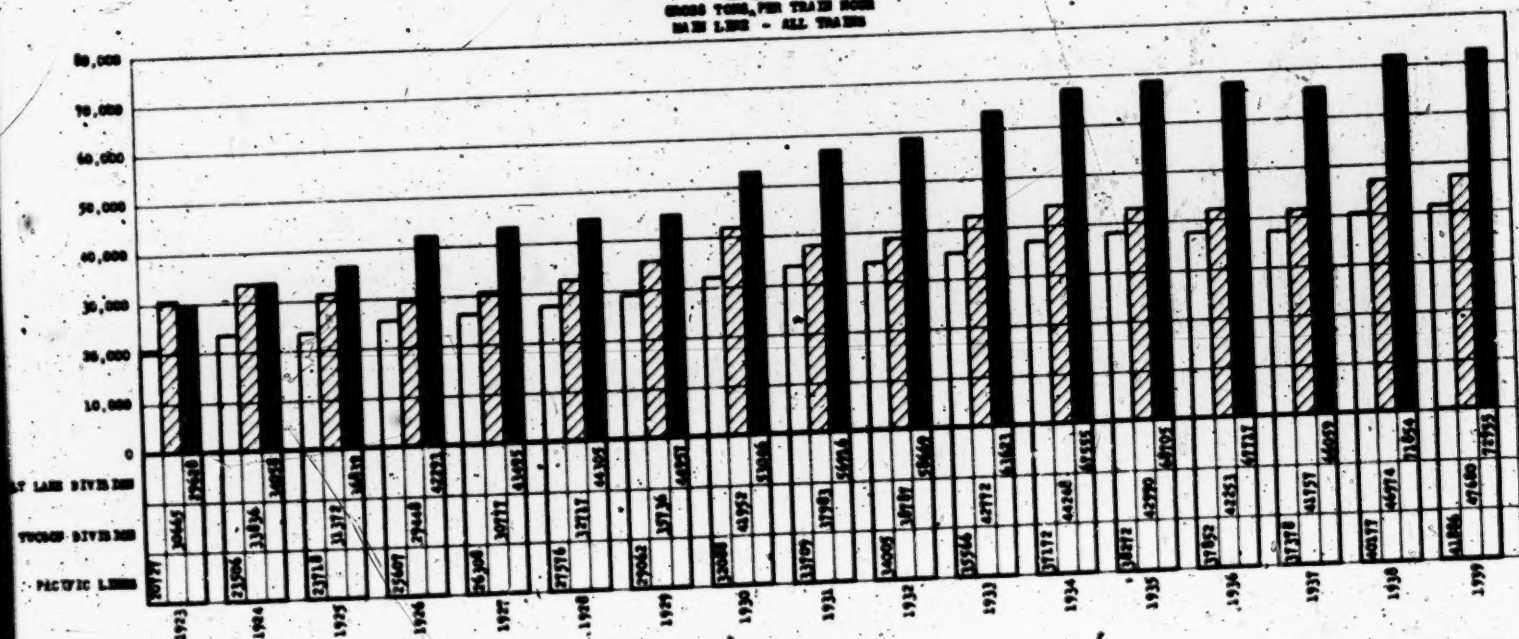


Defendant's Exhibit No. 193 (Witness Jones;
Jan. 21, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

GROSS TON MILES PER TRAIN HOUR AND NET TONS PER TRAIN
SALT LAKE DIVISION, TUCSON DIVISION AND PACIFIC LINES

MILES
GROSS TONS PER TRAIN HOUR
MAIN LINE - ALL TRAINS



Defendant's Exhibit No. 194 (Witness Sines)
Jan. 21, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

CLASSES AND NUMBER OF EMPLOYEES, TUCSON DIVISION
YEARS 1934, 1936 AND 1939

(Data abstracted from "I.C.C. Wage Statistics", Forms A and B, "Monthly Report of Employees, Service, and Compensation", Number of employees who received pay during month - averaged to annual basis.)

LINE NO. (a)	DIVISION NUMBER (b)	REPORTING DIVISION (c)	1934 (d)	1936 (e)	1939 (f)
		I. EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS			
1	801	Total (executives, officials, and staff assistants)	11	10	11
		II. PROFESSIONAL, CLERICAL AND GENERAL			
2	802 & 902	Total (professional, clerical, and general) daily and hourly basis	122	176	196
		III. MAINTENANCE OF WAY AND STRUCTURES			
3	27	Roundmasters, General Foremen, and Assistants	8	7	8
4	38, 39 & 40	Gang Foremen (Extra Gang, SBB, Sdg. & Teleg.) and Section Foremen	74	83	85
5	41	Extra Gang Men	68	87	100
6	42	Section Men (Track and Roadway)	31	128	399
7	46	Signal Men, and Signal Maintainers	32	38	38
8	803 & 903	Total (maintenance of way and structures) daily and hourly basis	662	683	888
		IV. MAINTENANCE OF EQUIPMENT AND STORES			
9	50 & 51	General, Assistant General, & Department Foremen	17	20	20
10	55	Boilermakers	27	40	48
11	56 & 57	Janitors (A and B) and (C and D)	83	98	128
12	61	Blacksmiths	80	99	121
13	70, 71 & 72	Classified and General Laborers	70	106	111
14	804 & 904	Total (maintenance of equipment and stores) daily & hourly basis	301	627	634
		V. TRANSPORTATION (OTHER THAN TRAIN, ENGINE AND YARD)			
15	75 & 76	Chief Train Dispatchers, and Train Dispatchers	9	13	15
16	79, 80, 81, 82, 83	Station Agents, Telegraphers, & Townsmen	70	74	75
17	805 & 905	Total (transportation other than train, engine and yard) daily and hourly basis	188	136	180
		VI. (a). TRANSPORTATION (YARD MASTER, SWITCHTENDERS, AND HOULERS)			
18	806 & 906	Total (transportation - yardmasters, switchtenders and houlers, daily and hourly basis)	21	25	25
19	808 & 908	TOTAL, ALL GROUPS (except train & engine) daily & hourly basis	1,445	1,637	1,884
		VI. (b). TRANSPORTATION (TRAIN AND ENGINE)			
20	111	Road Passenger Conductors	14	17	16
21	113	Road Freight Conductors (through freight)	44	35	39
22	114	Road Freight Conductors (local and way freight)	3	7	8
23	115	Road Passenger Baggagemen	-	3	3
24	116	Road Passenger Brakemen and Flagmen	31	23	25
25	117	Road Freight Brakemen and Flagmen (through freight)	124	270	280
26	118	Road Freight Brakemen and Flagmen (local and way freight)	13	25	25
27	119	Yard Conductors and Yard Foremen	12	18	21
28	120	Yard Brakemen and Yard Helpers	44	99	95
29	121	Road Passenger Engineers and Motormen	20	27	25
30	122	Road Freight Engineers and Motormen (through freight)	65	79	89
31	123	Road Freight Engineers and Motormen (local and way freight)	4	8	8
32	124	Yard Engineers and Motormen	11	22	25
33	125	Road Passenger Firemen and Helpers	15	23	22
34	126	Road Freight Firemen and Helpers (through freight)	81	98	111
35	127	Road Freight Firemen and Helpers (local and way freight)	6	8	9
36	128	Yard Firemen and Helpers	21	22	24
37	907	TOTAL (transportation - train and engine)	600	744	809

NO (a)	DIVISION NUMBER (b)	REPORTING DIVISION (c)	1934 (d)	1938 (e)	1939 (f)
I. EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS					
1	801	Total (executives, officials, and staff assistants)	11	10	11
II. PROFESSIONAL, CLERICAL AND GENERAL					
2	802 & 902	Total (professional, clerical, and general) daily and hourly basis	122	176	196
III. MAINTENANCE OF WAY AND STRUCTURES					
3	27	Roadmasters, General Foremen, and Assistants	8	7	8
4	36, 39 & 40	Gang Foremen (Extra Gang, H&B, Sig. & Telog.) and Section Foremen	74	83	85
5	41	Extra Gang Men	62	67	100
6	42	Section Men (Track and Roadway)	351	398	399
7	46	Signal Men, and Signal Maintainers	32	38	38
8	803 & 903	Total (maintenance of way and structures) daily and hourly basis	662	681	688
IV. MAINTENANCE OF EQUIPMENT AND STORES					
9	50 & 51	General, Assistant General, & Department Foremen	17	19	20
10	55	Boilermakers	27	40	40
11	56 & 57	Carpenters (A and B) and (S and D)	83	98	100
12	61	Blacksmiths	80	99	101
13	70, 71 & 72	Classified and General Laborers	70	106	113
14	804 & 904	Total (maintenance of equipment and stores) daily & hourly basis	301	627	634
V. TRANSPORTATION (OTHER THAN TRAIN, ENGINE AND YARD)					
15	75 & 76	Chief Train Dispatchers, and Train Dispatchers	9	13	15
16	79, 80, 81, 82, 83	Station Agents, Telegraphers, Clerk Telegraphers, & Ticketmen	70	74	75
17	805 & 905	Total (transportation other than train, engine and yard) daily and hourly basis	138	138	150
VI. (a). TRANSPORTATION (YARD MASTERS, SWITCHMEN, AND RAILROADS)					
18	806 & 906	Total (transportation - yardmasters, switchtenders and hostlers, daily and hourly basis	21	25	25
19	808 & 908	TOTAL, ALL GROUPS (except train & engine) daily & hourly basis	1,423	1,497	1,534
VI. (b). TRANSPORTATION (TRAIN AND ENGINE)					
20	111	Road Passenger Conductors	14	17	16
21	113	Road Freight Conductors (through freight)	44	55	59
22	114	Road Freight Conductors (local and way freight)	3	7	8
23	115	Road Passenger Baggage-men	-	3	3
24	116	Road Passenger Brakemen and Flagmen	31	35	36
25	117	Road Freight Brakemen and Flagmen (through freight)	84	90	90
26	118	Road Freight Brakemen and Flagmen (local and way freight)	13	25	25
27	119	Yard Conductors and Yard Foremen	12	18	21
28	120	Yard Brakemen and Yard Helpers	44	59	55
29	121	Road Passenger Engineers and Motormen	20	27	25
30	122	Road Freight Engineers and Motormen (through freight)	65	79	89
31	123	Road Freight Engineers and Motormen (local and way freight)	4	8	8
32	124	Yard Engineers and Motormen	11	22	25
33	125	Road Passenger Firemen and Helpers	25	23	22
34	126	Road Freight Firemen and Helpers (through freight)	81	98	111
35	127	Road Freight Firemen and Helpers (local and way freight)	6	8	9
36	128	Yard Firemen and Helpers	21	22	24
37	907	TOTAL (transportation - train and engine)	600	744	809
38	808 & 908 & 907	GRAND TOTAL, ALL EMPLOYEES	2,423	2,491	2,693
RECAPITULATION OF LINES NOS. 20 TO 36 - DIVISION NOS. 111 TO 128					
39	121 & 125	Engineers - passenger service	39	50	47
40	122 & 126	Engineers - through freight service	150	177	200
41	123 & 127	Engineers - local freight service	10	16	17
42	124 & 128	Engineers - yard service	36	44	50
43	111, 115 & 116	Trainmen - passenger service	45	53	49
44	113 & 117	Trainmen - through freight service	228	265	299
45	114 & 118	Trainmen - local freight service	26	32	32
46	119 & 120	Trainmen - yard service	76	107	115
47	907	TOTAL (transportation - train and engine)	600	744	809

Defendant's Exhibit No. 195 (Witness Sines)
Jan. 21, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

INTERSTATE COMMERCE COMMISSION
ORDERS CONCERNING THE MATTER OF

METHOD AND FORM OF RECORDS TO BE KEPT BY CARRIERS
RELATING TO THE TIME ON DUTY OF EMPLOYEES AND THE
MOVEMENT OF TRAINS

INTERSTATE COMMERCE COMMISSION.

ORDER.

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the second day of May, A. D. 1921.

IN THE MATTER OF METHOD AND FORM OF RECORDS
TO BE KEPT BY CARRIERS RELATING TO THE
TIME ON DUTY OF EMPLOYEES AND THE MOVE-
MENT OF TRAINS.

The method and form of records to be kept by carriers relating to the time on duty of employees and the movement of trains having been considered by the Commission:

It is ordered, That the forms hereto attached, entitled—

Time Return and Delay Report of Engine and Train Employees.

Daily Time Report of Employees who by the use of the telegraph or telephone dispatch, report, transmit, receive, or deliver orders pertaining to or affecting train movements.

Dispatcher's Record of Movement of Trains.

Station Record of Train Movements.

be and the same are hereby approved; that a copy of each duly authenticated by the Secretary of the Commission, be filed in its archives, and a second copy thereof, in like manner authenticated, filed in the office of the Bureau of Safety, and that each of said copies so authenticated and filed shall be deemed an original record thereof.

It is further ordered, That the said forms be, and are hereby, prescribed for the use of all common carriers engaged in interstate or foreign commerce by railroad in keeping records of time on duty of its employees in train and engine service; records of delays to trains; records of time on duty of employees who by the use of the telegraph or telephone dispatch, report, transmit, receive, or deliver orders pertaining to or affecting train movements; of Dispatcher's Record of Train Movements; and of Records of Train Movements stations, offices and places reporting train movements; that each and every such carrier, and each and every receiver or operating trustee of any such carrier, be required to make and keep records in conformity therewith, and that a copy of said form be served

with this order upon each and every such carrier and each and every receiver or operating trustee of any such carrier.

It is further ordered, That such forms and accompanying instructions are, and by virtue of this order become the lawful manner according to which such records are to be made and kept; provided, however, that each such carrier may at its option, and with the approval of the Commission, add to such records appropriate blanks for any additional information desired by it.

It is further ordered, That the Order of this Commission entitled "In the Matter of Train Delay Reports," issued on the 12th day of June, A. D. 1912, is hereby rescinded upon the taking effect of this order.

And it is further ordered, That the 1st day of July, 1922, be, and the same is hereby, fixed as the date upon which this order shall become effective.

By the Commission:

[SEAL]

GEORGE B. MCGINTY,
Secretary.

2000

(Name of railroad.)

12

Remarks

DETAILS OF SERVICE.

I certify this report to be correct.

Signature _____

Occupation

(Over.)

INSTRUCTIONS:

1. This report shall be rendered for all engine and train crews including yard and switching crews. Enginemen, firemen, conductors, flagmen, train baggagemen and trainmen shall also use this form when reporting individually. The report shall be rendered and signed by the engineer for the engine crew and by the conductor for the train crew. If there is no engineer or conductor it shall be rendered and signed by the ranking employee whose time is reported thereon. Reports shall be numbered consecutively for each month beginning with No. 1.

2. The report shall be dated as of the date on which the employee first goes on duty.

3. Under "Remarks" shall be shown any irregularities of the hours of duty. If an employee is released from duty for any period between the time of first going on duty and the time finally relieved from duty, such fact must be shown under "Remarks," giving the place at which the release is given, the time at which it began, and the time at which it ended. Time off duty for meals taken by yard crews shall also be shown under "Remarks." If the whole or part of service is deadheading the place at which the deadheading began and ended and the train on which the employee deadheaded will be shown. When a crew or employee is relieved before the completion of a trip the name of the conductor or engineman of the crew relieving or the name of the employee relieving will be shown.

4. Wherever time is shown A. M. or P. M. shall be given.

5. In reporting delays the cause of each delay, the place at which it occurred, the time it began and the time ended shall be given. Delays due to different causes shall be shown separately.

6: All delays to passenger trains shall be shown. Delays to freight trains of less than 10 minutes at any one place need not be shown. Delays to yard and switching crews whose service is confined entirely to yard limits need not be shown.

DELAY REPORT.

[illegible]

4

(Name of railroad.)

EMPLOYEES ON DUTY.

Name	Occupation	Went on duty.	Went off duty.
		M	M
		M	M
		M	M
		M	M
		M	M

Place Date 19.....
..... Bound Bound

[illegible]

2. Each operator, signalman, and leverman shall enter the time he goes on and off duty in the space provided for that purpose.

1

No.

(Name of railroad.)

Name of tower, place, or station
Date 19.....

[illegible]

Cause of service in excess of assigned hours:

I certify this report to be correct.

Signature.....

INSTRUCTIONS.

3. This report shall be dated as of the date on which the employee first goes on duty, and shall be numbered consecutively commencing with No. 1 at the beginning of each month.

[illegible]

INTERSTATE COMMERCE COMMISSION

ORDER.

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the 13th day of February, A. D. 1922.

IN THE MATTER OF METHOD AND FORM OF RECORDS
TO BE KEPT BY CARRIERS RELATING TO THE TIME
ON DUTY OF EMPLOYEES AND THE MOVEMENT OF
TRAINS.

The order of this Commission entitled "In the Matter of Method and Form of Records to be kept by Carriers relating to the Time on Duty of Employees and the Movement of Trains," issued on the 2d day of May, A. D. 1921, being under consideration:

It is ordered, That the second paragraph on page 2 of said order of May 2, A. D. 1921, be, and the same is hereby, amended to read "It is further ordered, That the order of this Commission entitled "In the Matter of Train Delay Reports," issued on the 10th day of June, A. D. 1912, is hereby rescinded upon the taking effect of this order."

And it is further ordered: That a copy of this order be served upon each and every common carrier engaged in interstate or foreign commerce by railroad and every receiver or operating trustee of any such carrier.

By the Commission:

[SEAL.]

GEORGE B. MCGINTY,
Secretary.

TRANSMISSION

1

2. 2004-2009 (Current only)

3 Green Vase Center Only

1

1

57

57

Keywords: *work, stress, coping, organizational commitment, turnover*

STATION

LOCATION IN YEARS

02 02 02 02

DOI: 10.1002/for

1

YOUR STATE DEPARTMENT FOR SUNDAY

2

**SCHOOL'S REPELLED OVER
1968-1969 YEAR**

RE-CAUSE OF NOISES HEARING

Division Office

Superintendent

Asst. Superintendent

Trainmaster

Chief Train Dispatcher

Asst. Chief Dispatcher

Asst. Chief Dispatcher

DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

TUCSON DIVISION TIME TABLE No.

EASTWARD

																								IDENTIFICATION TRAIN Conductor Time Train Crew West on Duty Tied Up Engine Time Road Engine Crew West on Duty Tied Up Engine Time 1st Helper Crew West on Duty Tied Up Helped From-To Engine Time 2nd Helper Crew West on Duty Tied Up Helped From-To Time Day
																								Dis- tance Station Office Days
																								0 0 Tucson Us
																								19 4 Fall (Buster)
																								24 7 Puma (Buster)
																								29 7 Miami Ma
																								44 7 Benson B
																								47 1 Wylt (Buster)
																								57 5 Dragoon Dr
																								60 0 Cochise Ch
																								67 9 Wilcox Wc
																								114 5 Sierra Se
																								120 3 San Simon Sm
																								145 0 Santa S
																								164 4 Lordsburg Od
																								IDENTIFICATION TRAIN Conductor Time Train Crew West on Duty Tied Up Engine Time Road Engine Crew West on Duty Tied Up Engine Time Helper Crew West on Duty Tied Up Helped From-To
																								0 0 Oda Od
																								18 9 Estrella Es
																								23 3 Maricopa Ms
																								21 0 Casa Grande Cr
																								21 7 Pinalta Pa
																								30 7 Red Rock Rk
																								111 3 Santa Sa
																								120 5 Buckhorn Bk
																								130 3 Tucson Us

EASTWARD

WORK TRAINS

Engine Work Limits Conductor Engineer Time Crew West on Duty Tied Up Station Train Station Station Time Sign of Work

LIVE STOCK

Train Cars Receipts Destination Consignee Loaded Mile in Charge Where Loaded Release

DEADHEAD CREWS

Name Crew Ordered On Release On From To For

PERSON FLAGMEN DEADHEADING

Name Train Flag To Where Tied Up and Time

										Engineer Time Road Engine Crew Went on Duty Tied Up Engineer Engine Time 1st Helper Crew Went on Duty Tied Up Helped From--To Engineer Engine Time 2nd Helper Crew Went on Duty Tied Up Helped From--To Time Day													
										Da-	Station	Office											
										0 0	Tucson	Da											
										19 4	19 4	Vail (Bussey)											
										28 7	9 3	Pinal (Bussey)											
										39 7	11 0	Mesa	Ma										
										48 7	9 0	Benson	P										
										57 1	5 4	Sily (Bussey)											
										70 0	12 0	Douglas	Dr										
										80 0	10 0	Cochise	Ch										
										90 9	10 8	Wilcox	Wc										
										114 5	22 7	Bavis	Ba										
										130 3	15 8	San Simon	Sm										
										145 0	14 7	Bavis	Z										
										184 4	10 4	Lordsburg	Od										
										IDENTIFICATION TRAIN Conductor Time Train Crew Went on Duty Tied Up Engineer Engine Time Road Engine Crew Went on Duty Tied Up Engineer Engine Time Helper Crew Went on Duty Tied Up Helped From--To													
										0 0	Gila	Gb											
										18 9	18 9	Maricopa	La										
										43 9	23 3	Maricopa	Ja										
										60 1	21 0	Casa Grande	Cr										
										81 8	18 7	Pinal	Wc										
										95 7	13 9	Red Rock	Ch										
										111 2	15 6	Pinal	Ba										
										120 5	14 8	Pinal	Ba										
										138 3	Tucson	Da											
										EASTWARD													
										IDENTIFICATION TRAIN Conductor Time Train Crew Went on Duty Tied Up Engineer Engine Time Road Engine Crew Went on Duty Tied Up Engineer Engine Time Helper Crew Went on Duty Tied Up Helped From--To													
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Defendant's Exhibit No. 196 (Witness Sines)
Jan. 21, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

REDISPATCH AND OTHER STUDIES
MADE TO DETERMINE EFFECT OF
ARIZONA TRAIN LIMIT LAW ON
FREIGHT AND PASSENGER OPERATIONS

ITEM

TITLE

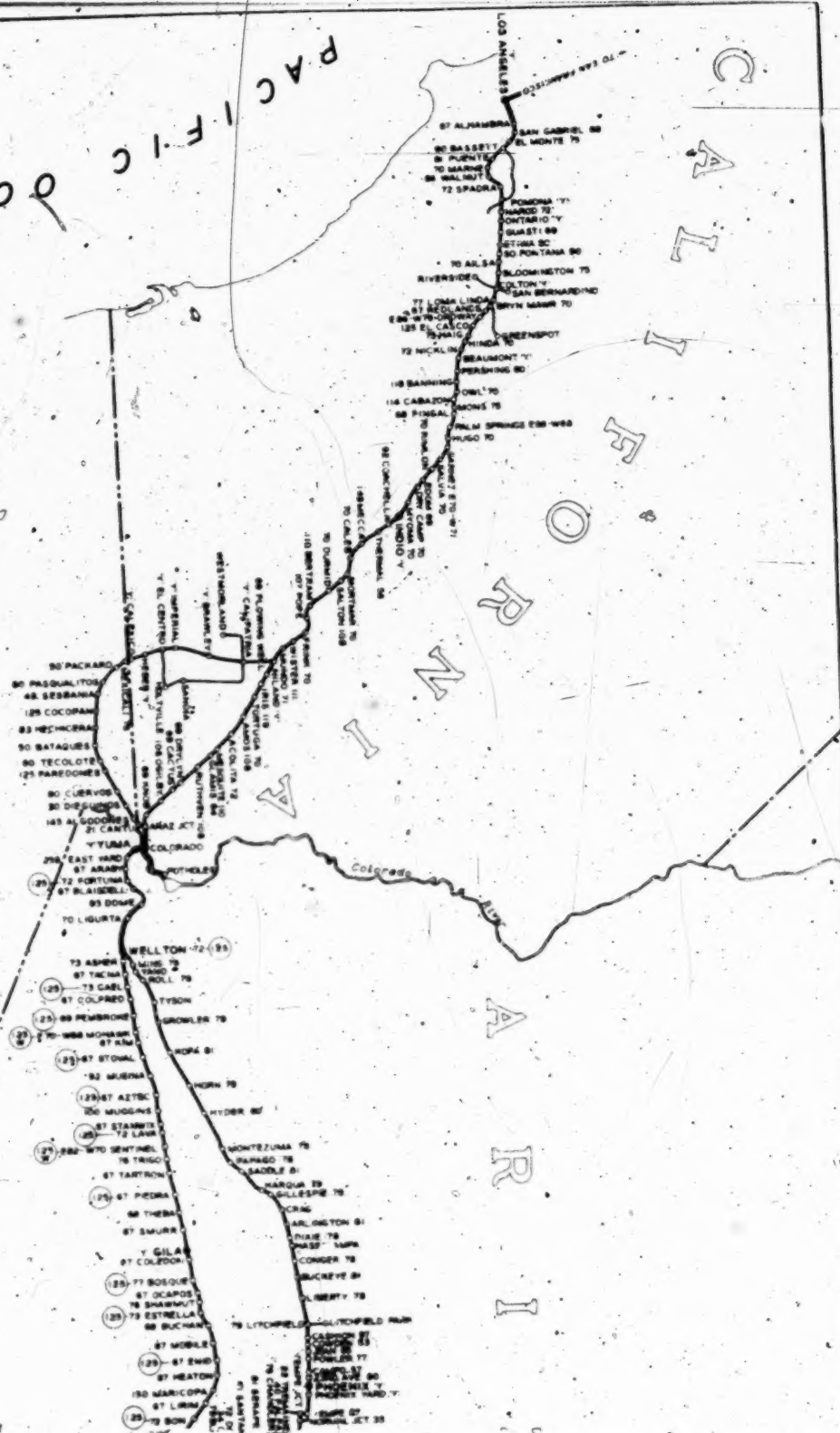
- 1 Freight redispatch study, Yuma, Arizona to El Paso, Texas, excluding Phoenix Line, for period June and August, 1938.
- 2 Passenger redispatch study, Los Angeles, California to El Paso, Texas for year 1938.
- 3 Analysis of passenger operations, Los Angeles, California to El Paso, Texas for year 1938, showing unnecessary interference, switching delay, adverse routings, reassignment of passenger car space, splitting and consolidation of trains, cancellation of assigned car movements, excess passenger car miles and additional helper service caused by observance of Arizona 14 car limit law.
- 4 Freight redispatch study, Phoenix, Arizona to Tucson, Arizona, month of December, 1938.
- 5 Freight redispatch study, Yuma, Arizona to El Paso, Texas for period April 4th to April 30th, 1940, actual operation compared with redispatched operation, observing 70 car restriction and using present power and short sidings.
- 6 Freight redispatch study, Yuma, Arizona to El Paso, Texas for period April 4th to April 30th, 1940, actual operation compared with redispatched operation, with no restriction and using AC power and long sidings.

PACIFIC OCEAN

MEXICO

ARIZONA

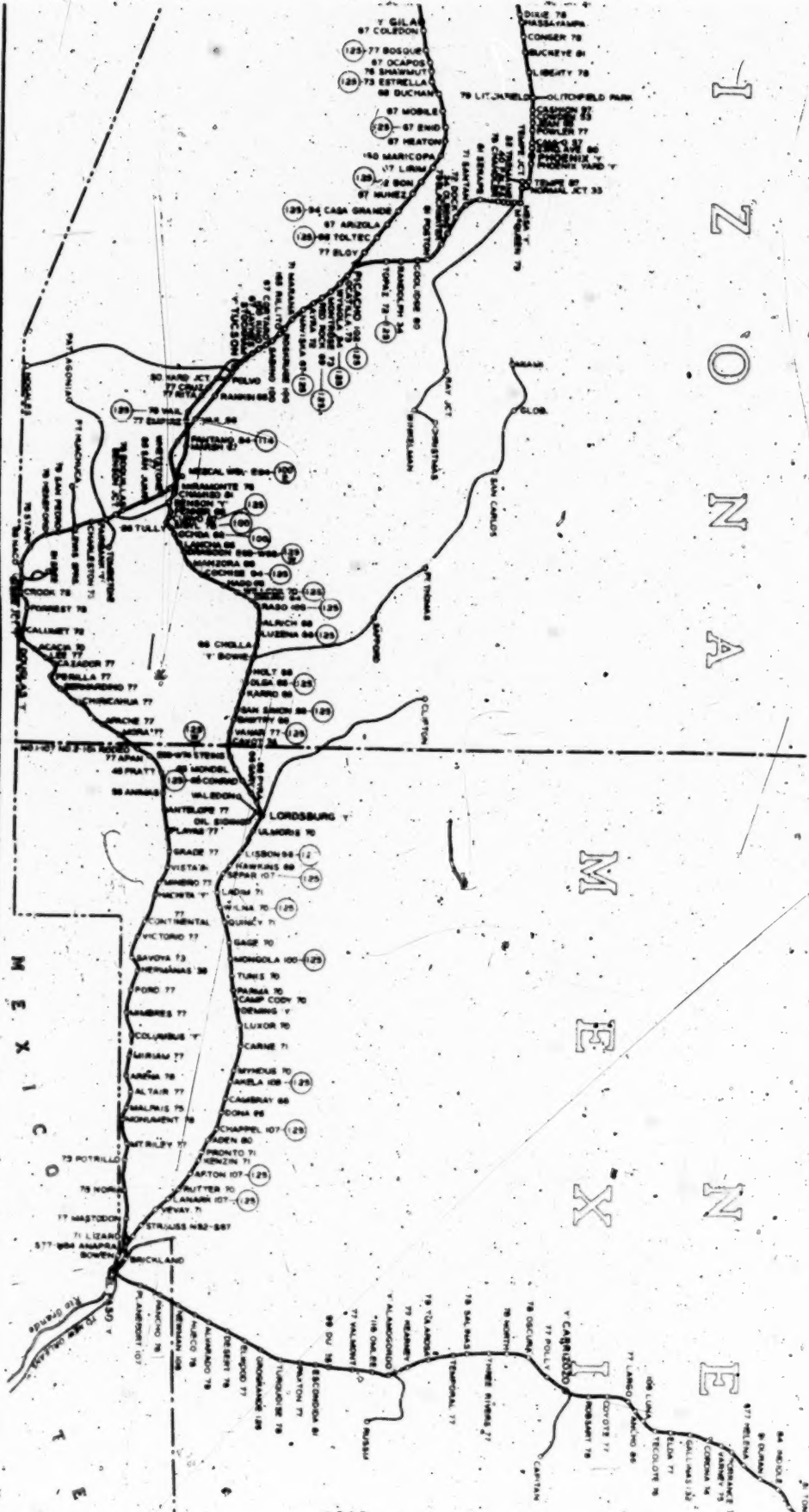
CALIFORNIA



Defendant's Exhibit No. 1971
Jan. 21, 1941

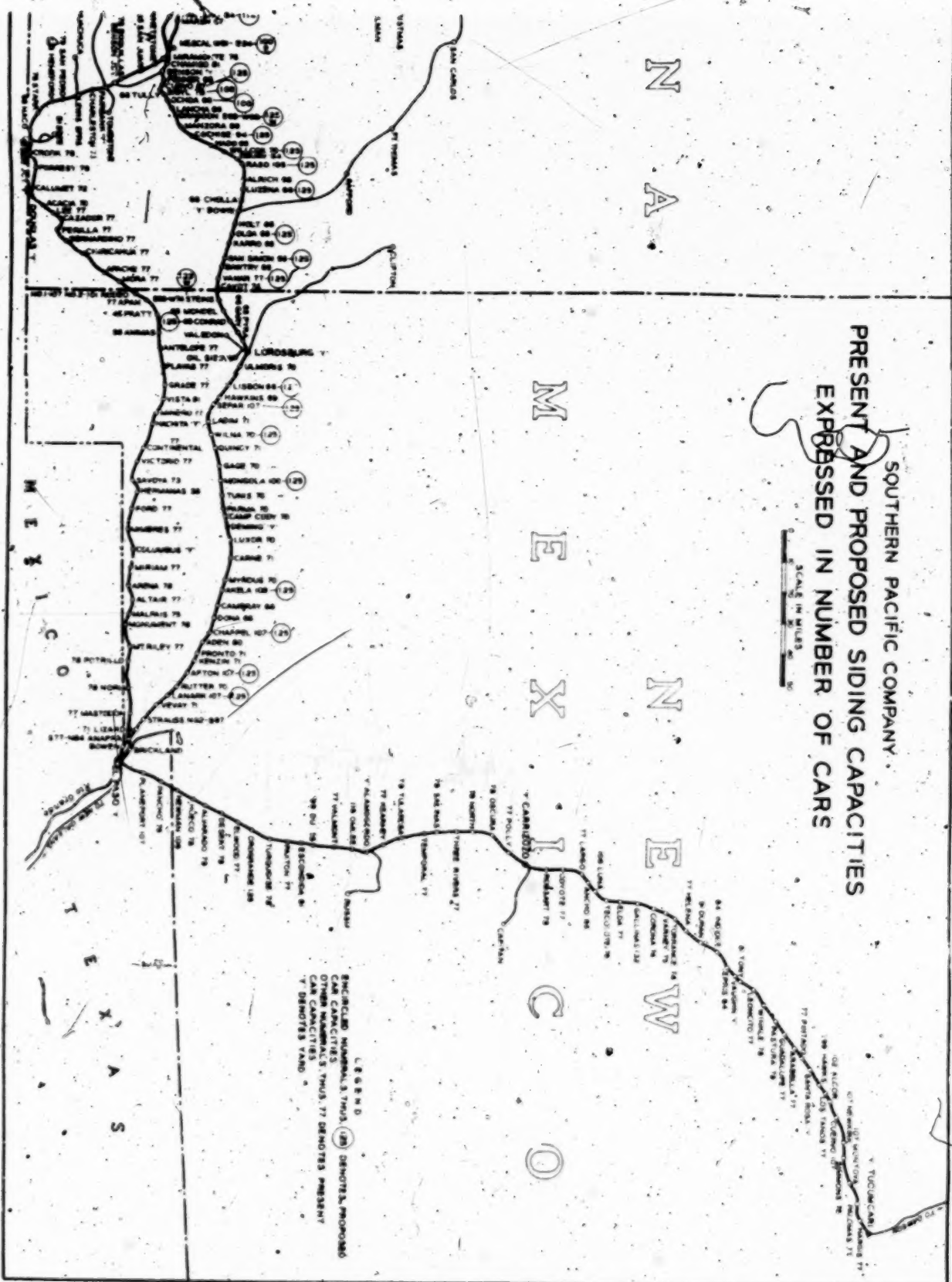
SOUTHERN PACIFIC COMPANY
PRESENT AND PROPOSED SIDING CAPACITIES
EXPRESSED IN NUMBER OF CARS

SCALE IN MILES
0 10 20 30 40



SOUTHERN PACIFIC COMPANY PRESENT AND PROPOSED SIDING CAPACITIES EXPRESSED IN NUMBER OF CARS

SCALE IN MILES



Defendant's Exhibit No. 198 (Witness Garverick)
Jan. 24, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

SAMPLE COPY OF WORK SHEET A
(page 187 of 1938 Redispach Study)

STATEMENT OF Freight TRAINS				DIVISION Tucson		DIRECTION East		BETWEEN Tucson		AND Lordsburg		MONTH June		DAY 218		YEAR 1938													
Character of Handling	Train / Freight Station	Time of Departure	Time of Arrival	Train Number	LOCOMOTIVE MILEAGE						NUMBER OF CARS (EXCLUDING CABOONS)				WAGES OF ENGINEERS						WAGES OF TRAINMEN				Dead Hauling to equalize cross	Names of Conductors and Engineers Handling Trains			
					Double Header Engine		Helper Engine		Light Engine to equalize power		Train Miles	Out of Terminal		Into Terminal		Basic Train Engine	Variable Amounts	Double Header Engine	Helper Engine attached & Light	Light Engine	Dead Hauling to equalize cross		Basic Handling Train	Variable Amounts			Flagman on Light Engine	Dead Hauling to equalize cross	
					Eng. No.	Miles	Eng. No.	Miles	Eng. No.	Miles		Loaded	Empty	Loaded	Empty						Miles Allowed	Amount Wages						Miles Allowed	Amount Wages
					(5)	(6)	(7)	(8)	(9)	(10)		(11)	(12)	(13)	(14)						(15)	(16)						(17)	(18)
ACTUAL																													
T-310	4/300	12:40 AM	9:40 AM	5029	5027	164	Young				164	54	10	54	11	\$20.22	\$1.33	\$24.22	-				\$44.80	\$1.41				Hunter Meek	
T-311	502	8:30 AM	10:15 AM	5011			(3322	159	Kennedy		164	55	0	55	0	\$4.22	1.35		\$20.95				44.80	-	\$6.57	Carrier		Muse Faust	
							(3345	30	Bagley										15.07										
CV-412	1/504	8:40 AM	7:45 PM	5047			(3302	91	Wheeler (UNDER)		164	48	12	48	11	20.22	1.20		13.72				44.80					Thayer Vaughn	
							(3304	30	Richardson								1.00		8.67										
O-413	1/504	1:40 PM	10:45 PM	5001			3317	70	Ganett (UNDER)		164	54	0	54	0	24.22	1.00		10.22				44.80	-				Forman Fuller	
							3304	30	Richardson										8.67										
O-414	1/506	5:00 PM	8:45 AM	5033			3307	70	Huffman (UNDER)		164	55	2	55	2	24.22	1.00		10.42				44.80	-				Black Gandy	
							3306	30	Richardson										8.67										
CV-414	2/504	6:00 PM	3:30 AM	5000			3307	70	Bower (UNDER)		164	55	4	55	5	27.72	.71		5.00				45.67	.80				Liles Kempf	
							3301	30	Hoppe								.44		11.12										
O-415	3/504	9:15 PM	5:00 AM	5034			3325	159	Bauch		164	55	4	55	4	25.22	1.00		11.22				44.80	-	5.79	Richardson		Almestrom Watkins	
							3315	30	Bagley										8.67										
T-312	4/504	10:40 PM	6:30 AM	5021			3749	159	Kennedy		164	55	7	55	7	24.22	1.33		5.80				44.80	1.70	5.15	Gilman		Cookman Anderson	
							3301	30	Hoppe										22.22										
T-313	5/504	11:10 PM	7:30 AM	5029			3302	159	Fritschy		164	55	5	55	5	25.22	1.44		20.04				44.80	1.70	5.80	Richardson		Piper Fisher	
							3315	30	Bagley										8.67						164	\$29.00		Morris & crew	
TOTAL						164		1097			1476	368	44	364	45	\$27.49	13.03	24.22	127.58				421.67	5.60	27.23	164	20.00		
REDISPATCH																													
T-310	1/504	12:00 AM	10:00 AM	4100			5000	91	DS-DS-F then		164	100	0	100	0	20.22			15.99				44.80						
							5000	30	DF DS 10:15 PM 5-17										14.55										
CV-412	502	9:40 AM	7:30 PM	4100			Single				164	55	0	55	0	25.22			-				44.80						
O-413	1/504	1:30 PM	10:55 PM	4100			5000	70	US-DS then		164	55	19	55	19	23.22			15.99				44.80						
							5000	30	2/25 S										11.20										
CV-414	2/504	6:00 PM	3:30 AM	4100			5000	159			164	90	0	91	0	30.72			8.00				45.67		5.27				
							5000	30											22.22										
O-415	1/504	9:15 PM	5:00 AM	4100			5000	91	DS-DS-F then		164	21	11	51	11	20.22			8.00				44.80						
							5000	30	DF DS 7:45 PM										14.55										
T-312	2/504	10:50 PM	7:30 AM	4100			Single				164	55	0	55	0	25.22			-				44.80						
T-313	3/504	11:40 PM	8:15 AM	4100			5000	91	US-DS-F then		164	90	0	90	0	25.22			7.92				44.80						
							5000	30	DF-DS 9:00 PM										14.55										
TOTAL											1148	364	20	360	20	\$23.06			123.06				315.67		5.27				

Defendant's Exhibit No. 199 (Witness Sines)
Jan. 23, 1941.

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

LOS ANGELES, CALIFORNIA TO EL PASO, TEXAS,
ANALYSIS OF PASSENGER OPERATIONS FOR YEAR 1938
SHOWING UNNECESSARY INTERFERENCE, SWITCHING DELAY, ADVERSE ROUTING,
REASSIGNMENT OF PASSENGER CAR SPACE, SPLITTING AND CONSOLIDATION OF
TRAINS, CANCELLATION OF ASSIGNED CAR MOVEMENTS, EXCESS PASSENGER
CAR MILES AND ADDITIONAL HELPER SERVICE CAUSED BY OBSERVANCE OF
ARIZONA 14 CAR LIMIT LAW

YEAR 1938

		CHARACTER OF INTER-FERENCE	NUMBER OF INSTANCES	NO. OF TRAINS INVOLVED	INSTANCES WHEN DELAYED	AVERAGE MINUTES EACH DELAY	NO. OF CARS SET OUT	NO. OF CARS PICKED UP
		(a)	(b)	(c)	(d)	(e)	(f)	(g)
SECTION 1	Unnecessary interference to westward trains at El Paso, Texas, Lordsburg, New Mexico, and Lordsburg, New Mexico, to avoid exceeding the Arizona 14 car limit upon entering the State, or to permit trains to pick up at stations west thereof without exceeding the Arizona 14 car limit	Switch'g	12	23	2	9	25	35
SECTION 2	Unnecessary interference to westward trains at Tucson, Arizona, and Phoenix, Arizona, to permit trains to pick up at Tucson and stations west thereof without exceeding the Arizona 14 car limit	Switch'g	74	162	25	14	111	123
SECTION 3a	Unnecessary interference to train No. 6 and other trains at Yuma, Arizona and stations east thereof to avoid exceeding the Arizona 14 car limit	Switch'g	24	31	9	11	31	55
SECTION 3b	Unnecessary interference to train No. 6 and other trains at stations east of Yuma, Arizona, to return cars to proper route or proper train, or to deliver cars to connecting line	Switch'g	9	9	1	9	8	3
SECTION 4a	Unnecessary interference to train No. 4 and other trains at Yuma, Arizona, and stations east thereof, to avoid exceeding the Arizona 14 car limit	Switch'g	26	18	8	12	14	13
SECTION 4b	Unnecessary interference to train No. 4 and other trains at stations east of Yuma, Arizona, to return cars to proper route or proper train, or to deliver to connecting line	Switch'g	4	4	1	3	2	2
SECTION 5a	Unnecessary interference to train No. 44 and other trains at Yuma, Arizona, and stations east thereof to avoid exceeding Arizona 14 car limit	Switch'g	15	16	1	10	16	7
SECTION 5b	Unnecessary interference to train No. 44 and other trains at stations east of Yuma, Arizona, to return cars to proper route or proper train, or to deliver to connecting line	Switch'g	6	6	1	52	0	8
SECTION 6a	Unnecessary interference to trains other than trains Nos. 6, 4 and 44 at Yuma, Arizona, and stations east thereof, to avoid exceeding the Arizona 14 car limit	Switch'g	16	19	2	5	24	13
TOTAL	SECTIONS 3a, 4a, 5a and 6a, INVOLVING EASTWARD TRAINS AT YUMA, FOR COMPARISON WITH SECTION 2 INVOLVING WESTWARD TRAINS AT TUCSON AND PHOENIX.	Switch'g	71	84	20	11	85	88
SECTION 6b	Unnecessary interference to trains other than trains Nos. 6, 4 and 44 at stations east of Yuma, Arizona to return cars to proper route or proper train, or to deliver to connecting line	Switch'g	2	4	3	10	5	5
SECTION 7a	Unnecessary interference to eastward trains at Los Angeles, California, to avoid exceeding the Arizona 14 car limit	Switch'g	7	7	0		0	7
SECTION 7b	Unnecessary interference to westward trains at Yuma, Arizona and stations west thereof caused by observance of the 14 car limit within the State of Arizona.	Switch'g	32	61	10	26	75	67
TOTALS			222	359	63	15	315	338

SECTION 8	Unnecessary delay to deadhead equipment at stations Yuma, Arizona to El Paso, Texas, caused by observance of Arizona 14 car limit, due to being set out and later picked up, or to failure to be picked up per schedule.	(a) Character of interference: Delay (b) Number of instances: 45 (c) Number of trains involved: 89 (d) Number of cars involved: 51 (e) Total delay to deadhead cars: 499 hours and 29 minutes (f) Average delay per car: 9 hours and 47 minutes
SECTION 9	Unnecessary interference account adversely moving cars via other than the assigned route, or assigned train, to avoid exceeding the Arizona 14 car limit.	(a) Character of interference: Adverse routing (b) Number of instances: 56 (c) Number of trains involved: 112 (d) Number of cars involved: 67
SECTION 10	Unnecessary interference account cancelling the movement of assigned cars to avoid exceeding the Arizona 14 car limit.	(a) Character of interference: Cancellation of assigned car movements (b) Number of instances: 44 (c) Number of movements cancelled: 47 (d) Number of trains involved: 48 (e) Instances when trains delayed: 6 instances, average 1 minute each
SECTION 11	Helper engine service incurred on Los Angeles Division by reason of westward passenger trains arriving at Yuma, Arizona, with cars belonging to other trains, thereby requiring additional helper service on Los Angeles Division.	(a) Character of interference: Helper engine service (b) Number of instances: 21 (c) Number of trains involved: 21 (d) Locomotive helper miles incurred: 1,142
SECTION 12	Unnecessary delay to occupied or loaded cars at stations Yuma, Arizona to El Paso, Texas caused by observance of Arizona 14 car limit, due to being set out and later picked up, or to failure to be picked up per schedule.	(a) Character of interference: Delay to occupied or loaded cars (b) Number of trains involved: 69 (c) Number of cars delayed: 200 (d) Total delay to cars involved: 165 hours and 50 minutes (e) Average delay per car: 50 minutes
SECTION 13a	Adverse routing to avoid exceeding the 14 car limit resulting in excess car miles.	(a) Character of interference: Excess car miles (b) Number of instances: 60 (c) Number of cars involved: 62 (d) Total excess miles incurred: 11,442
SECTION 13b	Adverse routing to avoid exceeding the 14 car limit resulting in saved car miles.	(a) Character of interference: Car miles saved (b) Number of instances: 106 (c) Number of cars involved: 142 (d) Total car miles saved: 9,239
NOTE: NET EXCESS CAR MILES INCURRED BY OBSERVANCE OF ARIZONA 14 CAR LAW: Section 13a, (d) 11,442 excess car miles incurred minus 9,239 car miles saved, section 13b, (d), produces net 2,203 excess car miles		
SECTION 14	Unnecessary interference (not otherwise classified) caused by observance of Arizona 14 car limit: Six trains involving eight trains as listed on sheet No. 33.	

SECTION 1

UNNECESSARY INTERFERENCE TO WESTWARD TRAINS AT EL PASO, TEXAS
ROCKO, NEW MEXICO, AND Lordsburg, NEW MEXICO, TO AVOID EXCEED-
ING THE ARIZONA 14 CAR LIMIT UPON ENTERING THE STATE, OR TO PER-
MIT TRAINS TO PICK UP AT STATIONS WEST THEREOF WITHOUT EXCEED-
ING THE ARIZONA 14 CAR LIMIT

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
8	Jan. 28	43 2-5	El Paso, Texas	Split up train 43 into trains 43 and 2nd 5	- -	5 -	- 6
13	Feb. 16	3 1-2103	Rodeo, N.M.	Switching Switching	- -	1 -	- 2
15	Feb. 18	43 1-43	Lordsburg, N.M.	Switching Switching	- -	4 -	- 4
23	Feb. 28	3 1-2103	Rodeo, N.M.	Switching Switching	- -	1 -	- 2
56	May 14	5 43	El Paso, Tex.	Switching Switching	- -	1 -	- 1
111	Aug. 16	1-1 2-1	Lordsburg, N.M.	Switching Switching	- 10 Mins.	5 -	- 6
115	Aug. 27	1-1 2-1	Lordsburg, N.M.	Switching Switching	- 8 Mins.	6 -	- 6
124	Sept 10	43 1	El Paso, Tex.	Switching Switching	- -	1 -	- 1
125	Sept 16	TM-828 1-43	El Paso, Tex.	Switching Switching	- -	1 -	- 1
145	Nov. 26	1 3	El Paso, Tex.	Switching Switching	- -	1 -	- 1
159	Dec. 18	2-1	El Paso, Tex.	Switching	-	-	1
166	Dec. 22	1-43 2-43	El Paso, Tex.	Switching Switching	- -	3 -	- 4
TOTALS 12 ITEMS 23 TRAINS					2 TRAINS 18 MINS. (Average 9 Mins)	29	35

SECTION 2

UNNECESSARY INTERFERENCE TO WESTWARD TRAINS AT TUCSON, ARIZONA,
AND PHOENIX, ARIZONA, TO PERMIT TRAINS TO PICK UP AT TUCSON AND
STATIONS WEST THEREOF WITHOUT EXCEEDING THE ARIZONA 14 CAR LIMIT

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
4	Jan. 2	43 5	Tucson, Ariz.	Sw'g & mail & express trains.	- 22 mins.	1 -	- 1
9	Feb. 1	43 1	Tucson, Ariz.	Switching Switching	10 mins. -	1 -	3 1
9	Feb. 1	43 3	Phoenix, Ariz.	Switching Switching	- -	2 -	- 2
12	Feb. 15	5 43	Tucson, Ariz.	Switching Switching	- 17 mins.	1 -	- 1
12	Feb. 15	43 1	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
14	Feb. 17	5 43	Tucson, Ariz.	Switching Switching	7 mins. -	1 -	- 1
16	Feb. 18	5 43	Tucson, Ariz.	Switching Switching	18 mins. 12 mins.	1 -	- 1
18	Feb. 22	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 2
19	Feb. 23	5 43	Tucson, Ariz.	Switching Switching	5 mins. -	1 -	- 1
20	Feb. 24	5 43	Tucson, Ariz.	Switching Switching	- 5 mins.	1 -	- 1
22	Feb. 27	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
30	Mar. 13	43 5	Tucson, Ariz.	Switching Switching	- -	- 1	1 -
31	Mar. 15	5 43 1	Tucson, Ariz.	Switching Switching	- -	1 1 -	1 1 -
32	Mar. 18	5 43	Tucson, Ariz.	Switching Switching	- 10 mins.	1 -	- 1
33	Mar. 21	5 43 1 1	Tucson, Ariz. Tucson, Ariz. Tucson, Ariz. Phoenix, Ariz.	Switching Switching Switching Switching	- - - -	1 - - 1	1 1 - -
34	Mar. 22	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
35	Mar. 23	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
37	Mar. 24	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
39	Mar. 28	5	Tucson, Ariz.	Switching	- -	1 -	- 1

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
4	Jan. 2	43 5	Tucson, Ariz.	Sw'g & mail & express trans.	22 mins.	1	1
9	Feb. 1	43 1	Tucson, Ariz.	Switching Switching	10 mins.	1	3 1
9	Feb. 1	43 3	Phoenix, Ariz.	Switching Switching	-	2	2
12	Feb. 15	5 43	Tucson, Ariz.	Switching Switching	17 mins.	1	1
12	Feb. 15	43 1	Tucson, Ariz.	Switching Switching	-	1	1
14	Feb. 17	5 43	Tucson, Ariz.	Switching Switching	7 mins.	1	1
16	Feb. 18	5 43	Tucson, Ariz.	Switching Switching	18 mins. 12 mins.	1	1
18	Feb. 22	5 43	Tucson, Ariz.	Switching Switching	-	1	2
19	Feb. 23	5 43	Tucson, Ariz.	Switching Switching	5 mins.	1	1
20	Feb. 24	5 43	Tucson, Ariz.	Switching Switching	5 mins.	1	1
22	Feb. 27	5 43	Tucson, Ariz.	Switching Switching	-	1	1
30	Mar. 13	43 5	Tucson, Ariz.	Switching Switching	-	1	1
31	Mar. 15	5 43 1	Tucson, Ariz.	Switching Switching	-	1	1
32	Mar. 18	5 43	Tucson, Ariz.	Switching Switching	10 mins.	1	1
33	Mar. 21	5 43 1 1	Tucson, Ariz. Tucson, Ariz. Tucson, Ariz. Phoenix, Ariz.	Switching Switching Switching Switching	-	1	1
34	Mar. 22	5 43	Tucson, Ariz.	Switching Switching	-	1	1
35	Mar. 23	5 43	Tucson, Ariz.	Switching Switching	-	1	1
37	Mar. 24	5 43	Tucson, Ariz.	Switching Switching	-	1	1
39	Mar. 28	5 43	Tucson, Ariz.	Switching Switching	5 mins.	1	1
40	Mar. 29	43 5 1 1	Tucson, Ariz. Tucson, Ariz. Tucson, Ariz. Phoenix, Ariz.	Switching Switching Switching Switching	-	1	1
41	Mar. 29	1 1	Tucson, Ariz. Phoenix, Ariz.	Switching Switching	-	1	1

SECTION 2 (Cont'd)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
43	Apr. 5	1	Tucson, Ariz.	Switching	-	-	1
		1	Phoenix, Ariz.	Switching	-	1	-
44	Apr. 6	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1
45	Apr. 7	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1
46	Apr. 9	1-5	Phoenix, Ariz.	Switching	30 mins.	1	-
		2-5		Switching	1 hr. 30 M.	-	2
47	Apr. 12	1	Tucson, Ariz.	Switching	-	-	1
		1	Phoenix, Ariz.	Switching	-	1	-
48	Apr. 11	5	Phoenix, Ariz.	Switching	-	1	-
		1		Switching	-	-	1
52	Apr. 16	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1
54	Apr. 23	43	Tucson, Ariz.	Switching	-	1	-
		1		Switching	-	-	1
55	Apr. 30	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1
59	May 23	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1
68	June 9	5	Tucson, Ariz.	Switching	-	2	-
		43		Switching	-	-	2
69	June 11	5	Tucson, Ariz.	Switching	-	2	-
		43		Switching	5 mins.	-	2
72	June 12	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	8 mins.	-	1
77	June 16	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1
80	June 21	3	Tucson, Ariz.	Switching	41 mins.	3	-
		X4300W		Switching	-	-	4
81	June 25	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	1	1
		1		Switching	-	-	1
82	June 26	3	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1
84	June 30	5	Tucson, Ariz.	Switching	-	2	-
		43		Switching	-	-	2
86	July 4	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1
88	July 7	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	8 mins.	-	1
89	July 8	5	Tucson, Ariz.	Switching	-	1	-
		43		Switching	-	-	1

45	Apr. 7	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
46	Apr. 9	1-5 2-5	Phoenix, Ariz.	Switching Switching	30 mins. 1 hr. 30 M.	1 -	- 2
47	Apr. 12	1 1	Tucson, Ariz. Phoenix, Ariz.	Switching Switching	- -	- 1	1 -
48	Apr. 11	5 1	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1
52	Apr. 16	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
54	Apr. 23	43 1	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
55	Apr. 30	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
59	May 23	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
68	June 9	5 43	Tucson, Ariz.	Switching Switching	- -	2 -	- 2
69	June 11	5 43	Tucson, Ariz.	Switching Switching	- 5 mins.	2 -	- 2
72	June 12	5 43	Tucson, Ariz.	Switching Switching	- 8 mins.	1 -	- 1
77	June 16	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
80	June 21	3 14300W	Tucson, Ariz.	Switching Switching	11 mins. -	3 -	- 4
81	June 25	5 43 1	Tucson, Ariz.	Switching Switching Switching	- - -	1 1 -	- 1 1
82	June 26	3 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
84	June 30	5 43	Tucson, Ariz.	Switching Switching	- -	2 -	- 2
86	July 4	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
88	July 7	5 43	Tucson, Ariz.	Switching Switching	- 8 mins.	1 -	- 1
89	July 8	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
90	July 12	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
92	July 13	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
95	July 17	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1

SECTION 2 (Cont'd)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
78	July 22	5 1	Phoenix, Ariz.	Switching Switching	7 mins. 8 mins.	1 -	- 1
101	Aug. 2	1-4 2-4	Tucson, Ariz.	Switching Switching	- -	4 -	- 4
103	Aug. 4	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
105	Aug. 5	5 1	Phoenix, Ariz.	Switching Switching	9 mins. -	1 -	- 1
110	Aug. 14	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
115	Sept 2	5 43	Tucson, Ariz.	Switching Switching	- 8 mins.	1 -	- 1
119	Sept 3	5 1	Phoenix, Ariz.	Switching Switching	5 mins. -	1 -	- 1
120	Sept 3	3 5	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1
123	Sept 9	5 1	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1
128	Sept 27	1 3	Tucson, Ariz.	Switching Switching	- 8 mins.	1 -	- 1
137	Sept 29	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
132	Oct. 20	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
140	Nov. 11	5 43	Tucson, Ariz.	Switching Switching	- 5 mins.	1 -	- 1
141	Nov. 12 Nov. 13	3 43	Tucson, Ariz.	Switching Switching	- -	2 -	- 2
142	Nov. 20	1-3 2-3	Tucson, Ariz.	Switching Switching	- -	2 -	- 3
143	Nov. 22	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
144	Nov. 23	5 1	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1
145	Nov. 26	3 43	Tucson, Ariz.	Switching Switching	- 13 mins.	1 -	- 1
146	Nov. 27	5 43 5 1	Tucson, Ariz. Tucson, Ariz. Phoenix, Ariz. Phoenix, Ariz.	Switching Switching Switching Switching	- - - -	1 - 1 -	- 1 - 1
147	Dec. 1	5 43	Tucson, Ariz.	Switching Switching	- 6 mins.	1 -	- 1
148	Dec. 6	5	Tucson, Ariz.	Switching	-	1	-

105	Aug. 5	5 1	Phoenix, Ariz.	Switching Switching	9 mins. -	1 -	- 1
106	Aug. 14	5 43	Tucson, Ariz.	Cutting Switching	- -	1 -	- 1
108	Sept. 2	5 43	Tucson, Ariz.	Switching Switching	- 8 mins.	1 -	- 1
109	Sept. 3	5 1	Phoenix, Ariz.	Switching Switching	5 mins. -	1 -	- 1
110	Sept. 3	3 5	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1
111	Sept. 9	5 1	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1
112	Sept. 27	1 3	Tucson, Ariz.	Switching Switching	- 8 mins.	1 -	- 1
119	Sept. 29	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
132	Oct. 20	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
140	Nov. 11	5 43	Tucson, Ariz.	Switching Switching	- 5 mins.	1 -	- 1
141	Nov. 12 Nov. 13	3 43	Tucson, Ariz.	Switching Switching	- -	2 -	- 2
142	Nov. 20	1-3 2-3	Tucson, Ariz.	Switching Switching	- -	2 -	- 3
143	Nov. 22	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
144	Nov. 23	5 1	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1
145	Nov. 26	3 43	Tucson, Ariz.	Switching Switching	- 13 mins.	1 -	- 1
146	Nov. 27	5 43 5 1	Tucson, Ariz. Tucson, Ariz. Phoenix, Ariz. Phoenix, Ariz.	Switching Switching Switching Switching	- - - -	1 - 1 -	- 1 - 1
147	Dec. 1	5 43	Tucson, Ariz.	Switching Switching	- 6 mins.	1 -	- 1
148	Dec. 6	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1
154	Dec. 16	5 1	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1
155	Dec. 17	1-5 2-5 1-5 43	Tucson, Ariz. Tucson, Ariz. Phoenix, Ariz. Phoenix, Ariz.	Switching Switching Switching Switching	- - - -	3 - - 1	- 4 1 -

5590

3121

SECTION 2 (Cont'd)

SECTION 2 (Cont. 5)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)	
162	Dec. 19	1-5 2-5	Tucson, Ariz.	Switching Switching	- -	3 -	- 4	
164	Dec. 20	1-5 2-5	Tucson, Ariz.	Switching Switching	- -	4 -	- 5	
169	Dec. 24	1-5 2-5	Tucson, Ariz.	Switching Switching	- -	1 -	- 1	
	Dec. 24	43 1-5	Tucson, Ariz.	Switching Switching	- -	- 1	1 -	
	Dec. 24	2-5 1	Phoenix, Ariz.	Switching Switching	- -	1 -	- 1	
171	Dec. 29	5 43	Tucson, Ariz.	Switching Switching	- -	1 -	- 1	
172	Dec. 30	1-5 2-5	Tucson, Ariz.	Switching Switching	- -	5 -	1 5	
173	Dec. 30	2-43 3-43	Lordsburg, N.M.	Switching Switching	- -	8 -	- 9	
TOTALS						25 Instances 6 Hrs. 0 Mins. Aver. 14 Mins. each	111	123
74 ITEMS		162 TRAINS						

3122

5591

SECTION 3a

UNNECESSARY INTERFERENCE TO TRAIN NO. 6 AND OTHER TRAINS AT
YUMA, ARIZONA AND STATIONS EAST THEREOF TO AVOID EXCEEDING THE
ARIZONA-14 CAR LIMIT

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
3	Jan. 1	6	Yuma, Ariz.	Switching	27 mins.	-	-
6	Jan. 17	6	Yuma, Ariz.	Switching	5 mins.	1	-
17	Feb. 22	6	Yuma, Ariz.	Switching	-	-	1
28	Mar. 10	6	Yuma, Ariz.	Switching	5 mins.	-	-
42	Apr. 3	6	Yuma, Ariz.	Switching	10 mins.	-	1
60	May 23	6	Yuma, Ariz.	Switching	-	-	3
65	June 5	6	Yuma, Ariz.	Switching	-	-	2
75	June 14	6	Yuma, Ariz.	Switching	-	-	1
85	July 3	6	Yuma, Ariz.	Switching	-	1	-
91	July 12	6	Yuma, Ariz.	Switching	25 mins.	4	-
100	Aug. 1	6	Yuma, Ariz.	Switching	-	-	1
109	Aug. 13	6	Yuma, Ariz.	Switching	-	-	1
114	Aug. 25	6	Yuma, Ariz.	Switching	-	-	1
122	Sept. 7	6	Yuma, Ariz.	Switching	12 mins.	1	-
130	Oct. 5	6	Yuma, Ariz.	Switching	-	-	1
133	Oct. 21	6	Yuma, Ariz.	Switching	-	-	2
135	Oct. 29	6	Yuma, Ariz.	Switching	-	-	1
138	Nov. 6	6	Yuma, Ariz.	Switching	-	-	2
151	Dec. 13	2-6	Yuma, Ariz.	Switching	-	-	1
	Dec. 13	1-6 2-6	Yuma, Ariz.	Switching Switching	10 mins. -	5 -	- 5
156	Dec. 17	1-6 2-6	Yuma, Ariz.	Switching Switching	4 mins. -	4 -	- 7
161	Dec. 18	1-6 2-6	Yuma, Ariz.	Switching Switching	- -	3 -	- 5
163	Dec. 19	1-6 2-6	Yuma, Ariz.	Switching Switching	- -	4 -	- 6
165	Dec. 20	1-6 2-6	Yuma, Ariz.	Switching Switching	- -	4 -	- 6
167	Dec. 21	1-6 2-6	Yuma, Ariz.	Switching Switching	- 8 mins.	- 4	- 8

ITEM NO.	TRAINS INVOLVED	AMOUNT OF DELAY	CARS SET OUT	CARS PICKED UP
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(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
3	Jan. 1	6	Yuma, Ariz.	Switching	17 mins.	-	-
6	Jan. 17	6	Yuma, Ariz.	Switching	5 mins.	1	-
17	Feb. 22	6	Yuma, Ariz.	Switching	-	-	1
28	Mar. 10	6	Yuma, Ariz.	Switching	5 mins.	-	-
42	Apr. 3	6	Yuma, Ariz.	Switching	10 mins.	-	1
60	May 23	6	Yuma, Ariz.	Switching	-	-	3
65	June 5	6	Yuma, Ariz.	Switching	-	-	2
75	June 14	6	Yuma, Ariz.	Switching	-	-	1
85	July 3	6	Yuma, Ariz.	Switching	-	1	-
91	July 12	6	Yuma, Ariz.	Switching	25 mins.	4	-
100	Aug. 1	6	Yuma, Ariz.	Switching	-	-	1
109	Aug. 13	6	Yuma, Ariz.	Switching	-	-	1
114	Aug. 25	6	Yuma, Ariz.	Switching	-	-	1
122	Sept. 7	6	Yuma, Ariz.	Switching	12 mins.	1	-
130	Oct. 5	6	Yuma, Ariz.	Switching	-	-	1
133	Oct. 21	6	Yuma, Ariz.	Switching	-	-	2
135	Oct. 29	6	Yuma, Ariz.	Switching	-	-	1
138	Nov. 6	6	Yuma, Ariz.	Switching	-	-	2
151	Dec. 13	2-6	Yuma, Ariz.	Switching	-	-	1
	Dec. 13	1-6 2-6	Yuma, Ariz.	Switching Switching	10 mins. -	5 -	- 5
156	Dec. 17	1-6 2-6	Yuma, Ariz.	Switching Switching	4 mins. -	4 -	- 7
161	Dec. 18	1-6 2-6	Yuma, Ariz.	Switching Switching	- -	3 -	- 5
163	Dec. 19	1-6 2-6	Yuma, Ariz.	Switching Switching	- -	4 -	- 6
165	Dec. 20	1-6 2-6	Yuma, Ariz.	Switching Switching	- -	4 -	- 6
167	Dec. 21	1-6 2-6	Yuma, Ariz.	Switching Switching	- 8 mins.	- 4	- 8

ITEM NOS	TRAINS INVOLVED	AMOUNT OF DELAY	CARS SET OUT	CARS PICKED UP
24	11	9 trains 96 minutes Average 11 mins.	11	55

SECTION 3b

UNNECESSARY INTERFERENCE TO TRAIN NO. 6 AND OTHER TRAINS AT
STATIONS EAST OF TUCSON, ARIZONA, TO RETURN CARS TO PROPER ROUTE
OR PROPER TRAIN, OR TO DELIVER CARS TO CONNECTING LINE

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
3	Jan. 1	6	Tucson, Ariz.	Switching	-	1	-
7	Jan. 18	6	El Paso, Tex.	Switching	-	-	1
26	Mar. 9	6	El Paso, Tex.	Switching	-	1	-
60	May 23	6	El Paso, Tex.	Switching	9 min.	3	-
116	Aug. 31	6	Tucson, Ariz.	Switching	-	-	1
130	Oct. 5	6	Tucson, Ariz.	Switching	-	1	-
133	Oct. 21	6	El Paso, Tex.	Switching	-	1	-
135	Oct. 29	6	Tucson, Ariz.	Switching	-	1	-
156	Dec. 17	2-6	Tucson, Ariz.	Switching	-	-	1

ITEM NOS	TRAINS INVOLVED	AMOUNT OF DELAY	CARS SET OUT	CARS PICKED UP
9	9	9 minutes	8	3

5593

3124

SECTION 4a

UNNECESSARY INTERFERENCE TO TRAIN NO. 4 AND OTHER TRAINS AT
YUMA, ARIZONA, AND STATIONS EAST THEREOF, TO AVOID EXCEEDING
THE ARIZONA 14 CAR LIMIT

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
1	Dec. 31	4	Yuma, Ariz.	Switching	7 mins.	-	1
5	Jan. 5	4	Yuma, Ariz.	Switching	6 mins.	-	2
6	Jan. 17	4	Yuma, Ariz.	Switching	5 mins.	-	1
7	Jan. 18	4	Yuma, Ariz.	Switching	-	-	1
42	Apr. 3	4	Yuma, Ariz.	Switching	6 mins.	1	-
85	July 3	4	Yuma, Ariz.	Switching	-	1	-
91	July 12	2-4	Yuma, Ariz.	Switching	30 mins.	-	6
	July 12	1-4	Yuma, Ariz.	Switching	-	2	-
102	Aug. 4	4	Yuma, Ariz.	Switching	-	1	-
122	Sept. 7	4	Yuma, Ariz.	Switching	19 mins.	1	1
139	Oct. 5	4	Yuma, Ariz.	Switching	-	1	-
133	Oct. 21	4	Yuma, Ariz.	Switching	-	2	-
	Oct. 21	4	Phoenix, Ariz.	Switching	16 mins.	-	1
135	Oct. 29	4	Yuma, Ariz.	Switching	-	1	-
151	Dec. 13	4	Yuma, Ariz.	Switching	-	1	-
156	Dec. 17	4	Yuma, Ariz.	Switching	-	1	-
161	Dec. 18	4	Yuma, Ariz.	Switching	10 mins.	1	-
167	Dec. 21	4	Yuma, Ariz.	Switching	-	1	-

ITEM NOS.	TRAINS INVOLVED	AMOUNT OF DELAY	CARS SET OUT	CARS PICKED UP
16	18	8 trains; 99 mins. Aver. 12 minutes	14	13

SECTION 4b

UNNECESSARY INTERFERENCE TO TRAIN NO. 4 AND OTHER TRAINS AT STATIONS EAST OF YUMA, ARIZONA, TO RETURN CARS TO PROPER ROUTE OR PROPER TRAIN, OR TO DELIVER TO CONNECTING LINE

ITEM NO. (a)	DATE (b)	STATION (c)	CHARACTER OF INTERFERENCE (d)	AMOUNT OF DELAY (e)	CARS SENT OUT (f)	CARS PICKED UP (g)
7	Jan. 18	El Paso, Tex.	Switching	-	1	-
86	Mar. 9	El Paso, Tex.	Switching	-	-	1
133	Oct. 21	Tucson, Ariz.	Switching	-	1	-
135	Oct. 29	Tucson, Ariz.	Switching	3 mins.	-	1
TOTALS 4 ITEMS 4 TRAINS				3 mins. (1 train)	2	2

SECTION 5a

UNNECESSARY INTERFERENCE TO TRAIN NO. 44 AND OTHER TRAINS AT YUMA, ARIZONA, AND STATIONS EAST THEREOF TO AVOID EXCEEDING ARIZONA 14 CAR LIMIT

3	Dec. 31	Yuma, Ariz.	Switching	-	1	-
24	Mar. 8	Yuma, Ariz.	Switching	-	1	-
25	Mar. 9	Yuma, Ariz.	Switching	-	1	-
78	June 18	Yuma, Ariz.	Switching	-	-	2
83	June 27	Yuma, Ariz.	Switching	-	-	1
102	Aug. 4	Yuma, Ariz.	Switching	-	-	1
109	Aug. 13	Yuma, Ariz.	Switching	-	1	-
116	Aug. 31	Tucson, Ariz.	Switching	-	1	-
122	Sept. 7	Yuma, Ariz.	Switching	10 mins.	-	1
131	Oct. 13	Yuma, Ariz.	Switching	-	-	1
152	Dec. 17	Yuma, Ariz.	Switching	-	3	-
	Dec. 17	Tucson, Ariz.	Switching	-	1	-
163	Dec. 19	Yuma, Ariz.	Switching	-	2	-
165	Dec. 20	Yuma, Ariz.	Switching	-	2	-
167	Dec. 21	Yuma, Ariz.	Switching	-	3	-
168	Dec. 22	Yuma, Ariz.	Switching	-	-	1
TOTALS 15 ITEMS 16 TRAINS				10 mins. (1 train)	16	7

SECTION 5b

UNNECESSARY INTERFERENCE TO TRAIN NO. 44 AND OTHER TRAINS AT STATIONS EAST OF YUMA, ARIZONA TO RETURN CARS TO PROPER ROUTE OR PROPER TRAIN, OR TO DELIVER TO CONNECTING LINE

3	Jan. 1	Tucson, Ariz.	Switching	-	-	1
24	Mar. 8	Phoenix, Ariz.	Switching	-	-	1

133	Oct. 21	Tucson, Ariz.	Switching	-	1	-
135	Oct. 29	Tucson, Ariz.	Switching	3 mins.	-	1
TOTALS				3 mins.	2	2
4 ITEMS 4 TRAINS				(1 train)		

SECTION 5a

UNNECESSARY INTERFERENCE TO TRAIN NO. 44 AND OTHER TRAINS AT
YUMA, ARIZONA, AND STATIONS EAST THEREOF TO AVOID EXCEEDING
ARIZONA 14 CAR LIMIT

1	Dec. 31	Yuma, Ariz.	Switching	-	1	-
24	Mar. 8	Yuma, Ariz.	Switching	-	1	-
25	Mar. 9	Yuma, Ariz.	Switching	-	1	-
78	June 18	Yuma, Ariz.	Switching	-	-	2
83	June 27	Yuma, Ariz.	Switching	-	-	1
102	Aug. 4	Yuma, Ariz.	Switching	-	-	1
109	Aug. 13	Yuma, Ariz.	Switching	-	1	-
116	Aug. 31	Tucson, Ariz.	Switching	-	1	-
122	Sept. 7	Yuma, Ariz.	Switching	10 mins.	-	1
131	Oct. 13	Yuma, Ariz.	Switching	-	-	1
152	Dec. 17	Yuma, Ariz.	Switching	-	3	-
	Dec. 17	Tucson, Ariz.	Switching	-	1	-
163	Dec. 19	Yuma, Ariz.	Switching	-	2	-
165	Dec. 20	Yuma, Ariz.	Switching	-	2	-
167	Dec. 21	Yuma, Ariz.	Switching	-	3	-
168	Dec. 22	Yuma, Ariz.	Switching	-	-	1
TOTALS				10 mins.	16	7
15 ITEMS 16 TRAINS				(1 train)		

SECTION 5b

UNNECESSARY INTERFERENCE TO TRAIN NO. 44 AND OTHER TRAINS AT
STATIONS EAST OF YUMA, ARIZONA TO RETURN CARS TO PROPER
ROUTE OR PROPER TRAIN, OR TO DELIVER TO CONNECTING LINE

3	Jan. 1	Tucson, Ariz.	Switching	-	-	1
24	Mar. 8	Phoenix, Ariz.	Switching	-	-	1
25	Mar. 9	Phoenix, Ariz.	Switching	-	-	1
29	Mar. 11	Phoenix, Ariz.	Switching	-	-	1
60	May 23	El Paso, Tex.	Switching	52 mins.	-	3
130	Oct. 5	Tucson, Ariz.	Switching	-	-	1
TOTALS				52 mins.	-	8
6 ITEMS 6 TRAINS				(1 train)		

SECTION 6a

UNNECESSARY INTERFERENCE TO TRAINS OTHER THAN TRAINS NOS. 6, 4
AND 44 AT YUMA, ARIZONA, AND STATIONS EAST THEREOF, TO AVOID
EXCEEDING THE ARIZONA 14 CAR LIMIT

TRAIN NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
5	Jan. 5	2	Yuma, Ariz.	Switching	-	2	-
17	Feb. 22	2	Yuma, Ariz.	Switching	-	1	-
29	Mar. 11	2	Phoenix, Ariz.	Switching	-	1	-
45	June 5	2	Yuma, Ariz.	Switching	-	2	-
70	June 11	2	Yuma, Ariz.	Switching	5 mins.	4	-
		X2432E	Yuma, Ariz.	Switching	-	-	4
78	June 18	2	Yuma, Ariz.	Switching	5 mins.	2	-
83	June 27	2	Yuma, Ariz.	Switching	-	1	-
85	July 3	2	Yuma, Ariz.	Switching	-	-	2
100	Aug. 1	2	Yuma, Ariz.	Switching	-	1	-
114	Aug. 25	2	Yuma, Ariz.	Switching	-	1	-
131	Oct. 13	2	Yuma, Ariz.	Switching	-	1	-
139	Nov. 9	1-2	Yuma, Ariz.	Switching	-	4	-
		2-2	Yuma, Ariz.	Switching	-	-	5
152	Dec. 15	2	Yuma, Ariz.	Switching	-	1	1
161	Dec. 18	2	Yuma, Ariz.	Switching	-	1	-
167	Dec. 21	2	Yuma, Ariz.	Switching	-	1	-
	Dec. 21	X3643E	Yuma, Ariz.	Switching	-	-	1
168	Dec. 22	2	Yuma, Ariz.	Switching	-	1	-
TOTALS 26 items		19 trains		Aver. 5 Mins. 2 Trains 10 Mins.		24	13

SECTION 6b

UNNECESSARY INTERFERENCE TO TRAINS OTHER THAN TRAINS NOS. 6, 4
AND 44 AT STATIONS EAST OF YUMA, ARIZONA TO RETURN CARS TO PRO-
PER ROUTE OR PROPER TRAIN, OR TO DELIVER TO CONNECTING LINE

38	Mar. 26	2	Lordsburg, N.M.	Switching	6 mins.	1	-
	Mar. 26	COC Spl	Lordsburg, N.M.	Switching	10 mins.	-	1
70	June 11	2	Lordsburg, N.M.	Switching	15 mins.	-	4
	June 11	X2432E	Lordsburg, N.M.	Switching	-	4	-
TOTALS				Aver. 10 Mins.			
2 items		4 trains		3 Trains 31 Mins.		5	5

SECTION 7a

UNNECESSARY INTERFERENCE TO EASTWARD TRAINS AT LOS ANGELES, CALIF.
TO AVOID EXCEEDING THE ARIZONA 14 CAR LIMIT

at							
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65	June 5	2	Yuma, Ariz.	Switching	-	2	-
70	June 11	2	Yuma, Ariz.	Switching	5 mins.	4	-
		K2432E	Yuma, Ariz.	Switching	-	-	4
78	June 18	2	Yuma, Ariz.	Switching	5 mins.	2	-
83	June 27	2	Yuma, Ariz.	Switching	-	1	-
85	July 3	2	Yuma, Ariz.	Switching	-	-	2
100	Aug. 1	2	Yuma, Ariz.	Switching	-	1	-
114	Aug. 25	2	Yuma, Ariz.	Switching	-	1	-
131	Oct. 13	2	Yuma, Ariz.	Switching	-	1	-
139	Nov. 9	1-2	Yuma, Ariz.	Switching	-	4	-
		2-2	Yuma, Ariz.	Switching	-	-	5
152	Dec. 15	2	Yuma, Ariz.	Switching	-	1	1
161	Dec. 18	2	Yuma, Ariz.	Switching	-	1	-
167	Dec. 21	2	Yuma, Ariz.	Switching	-	1	-
	Dec. 21	K3643E	Yuma, Ariz.	Switching	-	-	1
168	Dec. 22	2	Yuma, Ariz.	Switching	-	1	-
TOTALS		19 trains		Aver. 5 Mins.		24	13
26 items				2 Trains 10 Mins.			

SECTION 6b

UNNECESSARY INTERFERENCE TO TRAINS OTHER THAN TRAINS NOS. 6, 4 AND 44 AT STATIONS EAST OF YUMA, ARIZONA TO RETURN CARS TO PROPER ROUTE OR PROPER TRAIN, OR TO DELIVER TO CONNECTING LINE

38	Mar. 25	2	Lordsburg, N.M.	Switching	6 mins.	1	-
	Mar. 26	CCC Spl	Lordsburg, N.M.	Switching	10 mins.	-	1
70	June 11	2	Lordsburg, N.M.	Switching	15 mins.	-	4
	June 11	K2432E	Lordsburg, N.M.	Switching	-	4	-
TOTALS		4 trains		Aver. 10 Mins.		5	5
2 items				3 Trains 31 Mins.			

SECTION 7a

UNNECESSARY INTERFERENCE TO EASTWARD TRAINS AT LOS ANGELES, CALIF. TO AVOID EXCEEDING THE ARIZONA 24 CAR LIMIT

98	July 22	830		Switching	-	-	1
105	Aug. 5	830		Switching	-	-	1
119	Sept. 3	830		Switching	-	-	1
123	Sept. 9	830		Switching	-	-	1
144	Nov. 23	830		Switching	-	-	1
146	Nov. 27	830		Switching	-	-	1
154	Dec. 16	830		Switching	-	-	1
TOTALS		7 trains					7
7 items							

UNNECESSARY INTERFERENCE TO WESTWARD TRAINS AT YUMA, ARIZONA
AND STATIONS WEST THEREOF CAUSED BY OBSEVANCE OF THE 14 CAR
LIMIT WITHIN THE STATE OF ARIZONA

TRAIN NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
8	Jan. 28	43 2-5	Yuma, Ariz.	Consolidating TR 43 & 2-5	-	- 6	5 -
11	Feb. 14	1-1 2-1	Yuma, Ariz.	Consolidating	30 mins.	- 7	7 -
15	Feb. 18	(1-43) (2-43)	Yuma, Ariz.	Consolidating	23 mins.	4 -	- 4
18	Feb. 22	5 43	Yuma, Ariz.	Switching	6 mins.	- 2	2 -
20	Feb. 24	43 5	Yuma, Ariz.	Switching	10 mins.	- 1	1 -
46	Apr. 9	1-5 2-5	Yuma, Ariz.	Consolidating & wait for 2-5	1 hr. & 46 mins.	- 2	1 -
88	June 21	3 14300W	Yuma, Ariz.	Consolidating	17 mins.	- 4	3 -
90	July 12	5 43	Yuma, Ariz.	Switching	-	1 -	- 1
97	July 21	5 43	Yuma, Ariz.	Switching	-	- 1	1 -
98	July 22	5 820	Indio, Calif.	Switching	-	- 1	1 -
101	Aug. 2	1-1 2-1	Yuma, Ariz.	Consolidating	20 mins.	- 4	4 -
103	Aug. 4	5 43	Yuma, Ariz.	Switching	-	- 3	3 -
105	Aug. 5	5 820	Colton, Calif.	Switching	-	- 1	1 -
115	Aug. 27	1-1 2-1	Yuma, Ariz.	Switching	12 mins.	- 6	6 -
119	Sept. 3	5 820	Colton, Calif.	Switching	-	- 1	1 -
123	Sept. 9	820 5	Colton, Calif.	Switching	-	1 -	- 1
125	Sept. 16	78828 1-43	Yuma, Ariz.	Switching	-	- 1	1 -
129	Sept. 27	5 43	Yuma, Ariz.	Switching	-	- 1	1 -
134	Oct. 22	5 43	Yuma, Ariz.	Switching	-	- 1	1 -
142	Nov. 30	1-3 2-3	Yuma, Ariz.	Consolidating	15 mins.	- 3	2 -

11	Feb. 14	1-1 2-1	Yuma, Ariz.	Consolidating "	30 mins. -	- 7	7 -
15	Feb. 18	(1-43) (2-43)	Yuma, Ariz.	Consolidating "	23 mins. -	4 -	- 4
18	Feb. 22	5 43	Yuma, Ariz.	Switching "	6 mins. -	- 2	2 -
20	Feb. 24	43 5	Yuma, Ariz.	Switching "	10 mins. -	- 1	1 -
46	Apr. 9	1-5 2-5	Yuma, Ariz.	Consolidating A wait for 2-5	1 hr. A 46 mins.	- 2	1 -
88	June 21	3 1A300W	Yuma, Ariz.	Consolidating "	17 mins. -	- 4	3 -
90	July 12	5 43	Yuma, Ariz.	Switching "	- -	1 -	- 1
97	July 21	5 43	Yuma, Ariz.	Switching "	- -	- 1	1 -
98	July 22	5 820	Indio, Calif.	Switching "	- -	- 1	1 -
101	Aug. 2	1-1 2-1	Yuma, Ariz.	Consolidating "	20 mins. -	- 4	4 -
103	Aug. 4	5 43	Yuma, Ariz.	Switching "	- -	- 3	3 -
105	Aug. 5	5 820	Colton, Calif.	Switching "	- -	- 1	1 -
115	Aug. 27	1-1 2-1	Yuma, Ariz.	Switching "	12 mins. -	- 6	6 -
119	Sept 3	5 820	Colton, Calif.	Switching "	- -	- 1	1 -
123	Sept. 9	820 5	Colton, Calif.	Switching "	- -	1 -	- 1
125	Sept. 16	79826 1-43	Yuma, Ariz.	Switching "	- -	- 1	1 -
129	Sept 29	5 43	Yuma, Ariz.	Switching "	- -	- 1	1 -
134	Oct. 22	5 43	Yuma, Ariz.	Switching "	- -	- 1	1 -
142	Nov. 20	1-3 2-3	Yuma, Ariz.	Consolidating "	15 mins. -	- 3	2 -
144	Nov. 23	820 5	Colton, Calif.	Switching "	- -	1 -	- 1
146	Nov. 27	820 5	Colton, Calif.	Switching "	- -	1 -	- 1

SECTION 7b (CONTINUED)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	CARS SET OUT (g)	CARS PICKED UP (h)
148	Dec. 6	5 43	Yuma, Arizona.	Switching "	- -	- 2	2 -
150	Dec. 13	5 43	Yuma, Arizona.	Switching "	- -	- 1	- 1
154	Dec. 16	820 5	Colton, California	Switching "	- -	1 -	- 1
158	Dec. 17	2-5	Yuma, Arizona, Los Angeles, Calif.	Switching "	- -	1 1	1 -
160	Dec. 18	1-3 2-3	Yuma, Arizona	Switching "	- -	3 -	- 2
162	Dec. 19	2-5	Los Angeles, Calif.	Switching	-	1	-
164	Dec. 22	{ 2-43 2-4	Yuma, Arizona Yuma, Arizona	Switching "	- -	1 -	1 1
171	Dec. 29	5 43	Yuma, Arizona	Switching "	- -	- 1	1 -
172	Dec. 30	2-5	Los Angeles, Calif.	Switching	-	1	-
173	Dec. 30	{ 2-43 3-43	Los Angeles, Calif. Los Angeles, Calif.	Switching "	25 mins. -	- 9	8 -
TOTALS 32 ITEMS		61 TRAINS		Aver. 26 Mins. 10 Trains 264 Mins.		75	67

SECTION 8

UNNECESSARY DELAY TO DEADHEAD EQUIPMENT AT STATIONS YUMA, ARIZONA
TO EL PASO, TEXAS, CAUSED BY OBSERVANCE OF ARIZONA 14 CAR LIMIT,
DUE TO BEING SHUT OUT AND LATER PICKED UP, OR TO FAILURE TO BE
PICKED UP PER SCHEDULE

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	DELAY TO EQUIPMENT (g)
2	Jan. 1	12	Yuma, Arizona	-	-	14 hours
5	Jan. 5.	2 4	Yuma, Arizona	Delay to equipment	-	2 cars 10 hrs. 47 mins. each
12	Feb. 15	43 1	Tucson, Arizona	-	-	9 hrs. 18 mins.
17	Feb. 22	42 6	Yuma, Arizona	-	-	10 hrs. 24 mins.
33	Mar. 21	5 1	Tucson, Arizona	-	-	9 hrs. 18 mins.
40	Mar. 29	5 1	Tucson, Arizona	-	-	9 hrs. 45 mins.
41	Mar. 31	5 1	Tucson, Arizona	-	-	9 hrs. 30 mins.
43	Apr. 5	5 1	Tucson, Arizona	-	-	9 hrs. 40 mins.
47	Apr. 12	5 1	Tucson, Arizona	-	-	9 hrs. 38 mins.
48	Apr. 11	5 1	Phoenix, Arizona	-	-	8 hrs. 52 mins.
54	Apr. 23	43 1	Tucson, Arizona	-	-	8 hrs. 8 mins.
65	June 5	2 6	Yuma, Arizona	-	-	2 cars 10 hrs. 43 mins. each
75	June 14	2 6	Yuma, Arizona	-	-	1 car 10 hrs. 25 mins.
78	June 18	2 44	Yuma, Arizona	-	-	1 car 10 hrs. & 25 mins.
81	June 25	43 1	Yuma, Arizona	-	-	1 car 9 hrs. & 35 minutes.
82	June 26	3 43	Tucson, Arizona	-	-	10 hrs. 5 mins.
83	June 27	2 44	Yuma, Arizona	-	-	9 hrs. 45 mins.
85	July 3 July 4	4 2	Yuma, Arizona	-	-	14 hours
	July 3 July 4	6 2	Yuma, Arizona	-	-	14 hours 5 mins.
98	July 22	5 1	Phoenix, Ariz.	-	-	11 hrs. 12 mins.

12	Feb. 15	43 1	Tucson, Arizona	"	"	9 hrs. 18 mins.
17	Feb. 22	2 6	Yuma, Arizona	"	"	10 hrs. 24 mins.
33	Mar. 21	5 1	Tucson, Arizona	"	"	9 hrs. 18 mins.
40	Mar. 29	5 1	Tucson, Arizona	"	"	9 hrs. 45 mins.
41	Mar. 31	5 1	Tucson, Arizona	"	"	9 hrs. 30 mins.
43	Apr. 5	5 1	Tucson, Arizona	"	"	9 hrs. 40 mins.
47	Apr. 12	5 1	Tucson, Arizona	"	"	9 hrs. 38 mins.
48	Apr. 11	5 1	Phoenix, Arizona	"	"	8 hrs. 52 mins.
54	Apr. 23	43 1	Tucson, Arizona	"	"	8 hrs. 8 mins.
65	June 5	2 6	Yuma, Arizona	"	"	2 cars 10 hrs. 43 mins. each
75	June 14	2 6	Yuma, Arizona	"	"	1 car 10 hrs. 25 mins.
78	June 18	2 44	Yuma, Arizona	"	"	1 car 10 hrs. & 25 mins.
81	June 25	43 1	Yuma, Arizona	"	"	1 car 9 hrs. & 35 minutes.
82	June 26	3 43	Tucson, Arizona	"	"	10 hrs. 5 mins.
83	June 27	2 44	Yuma, Arizona	"	"	9 hrs. 45 mins.
85	July 3 July 4	4 2	Yuma, Arizona	"	"	14 hours
	July 3 July 4	6 2	Yuma, Arizona	"	"	14 hours 5 mins.
98	July 22	5 1	Phoenix, Ariz.	"	"	11 hrs. 12 mins.
98	July 22	43 1	Tucson, Ariz.	"	"	11 hrs. 55 mins.
100	Aug. 1	2 6	Yuma, Ariz.	"	"	10 hrs. 24 mins.
105	Aug. 5	5 1	Phoenix, Ariz.	"	"	9 hrs. 21 mins.
113	Aug. 20	5 1	Tucson, Ariz.	"	"	2 cars 9 hrs. & 43 mins. each

SECTION 8 (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	CHARACTER OF INTERFERENCE (e)	AMOUNT OF DELAY (f)	DELAY TO EQUIPMENT (g)
117	Sept. 1	2	Yuma, Arizona	Delay to Equipment	-	9 hrs. 57 mins.
		6	"	"	-	"
119	Sept. 3	5	Phoenix, Arizona	"	-	9 hrs. 30 mins.
		1	"	"	-	"
120	Sept. 3	3	Phoenix, Arizona	"	-	9 hrs. 55 mins.
		5	"	"	-	"
123	Sept. 9	5	Phoenix, Arizona	"	-	9 hrs. 32 mins.
		1	"	"	-	"
128	Sept. 27	1	Tucson, Arizona	"	-	4 hrs. 35 mins.
		3	"	"	-	"
131	October 13	2	Yuma, Arizona	"	-	9 hrs. 45 mins.
		44	"	"	-	"
138	Nov. 6	2	Yuma, Arizona	"	-	2 cars 10 hrs. 15 mins. each
		6	"	"	-	"
141	Nov. 12	3	Tucson, Arizona	"	-	2 cars 9 hrs. 38 mins. each
	Nov. 13	43	"	"	-	"
144	Nov. 23	5	Phoenix, Arizona	"	-	9 hrs. 30 mins.
		1	"	"	-	"
145	Nov. 26	1	El Paso, Texas	"	-	3 hrs. 29 mins.
		3	"	"	-	"
	Nov. 26	3	Tucson, Arizona	"	-	"
	Nov. 27	43	"	"	-	11 hrs. 3 mins.
146	Nov. 27	5	Phoenix, Arizona	"	-	9 hrs. 7 mins.
		1	"	"	-	"
152	Dec. 14	44	Yuma, Arizona	"	-	14 hrs. 29 mins.
	Dec. 15	2	"	"	-	"
154	Dec. 16	5	Phoenix, Arizona	"	-	9 hrs. 15 mins.
		1	"	"	-	"
161	Dec. 18	2	Yuma, Arizona	"	-	11 hrs. 8 mins.
		2-4	"	"	-	"
163	Dec. 19	2	Yuma, Arizona	"	-	2 cars 10 hrs. 41 mins. each
		2-4	"	"	-	"
165	Dec. 20	44	Yuma, Arizona	"	-	39 minutes
		2-4	"	"	-	"
167	Dec. 21	2	Yuma, Arizona	"	-	13 hrs. 32 mins.
		1-4	"	"	-	"

123	Sept. 9	5 1	Phoenix, Arizona	.	.	9 hrs. 32 mins.
128	Sept. 27	1 3	Tucson, Arizona	.	.	4 hrs. 35 mins.
131	October 13	2 44	Yuma, Arizona	.	.	9 hrs. 45 mins.
138	Nov. 6	2 6	Yuma, Arizona	.	.	2 cars 10 hrs. 15 mins. each
142	Nov. 12 Nov. 13	3 43	Tucson, Arizona	.	.	2 cars 9 hrs. 38 mins. each
144	Nov. 23	5 1	Phoenix, Arizona	.	.	9 hrs. 30 mins.
145	Nov. 26	1 3	El Paso, Texas	.	.	3 hrs. 29 mins.
	Nov. 26 Nov. 27	3 43	Tucson, Arizona	.	.	11 hrs. 3 mins.
146	Nov. 27	5 1	Phoenix, Arizona	.	.	9 hrs. 7 mins.
152	Dec. 14 Dec. 15	44 2	Yuma, Arizona	.	.	14 hrs. 29 mins.
154	Dec. 16	5 1	Phoenix, Arizona	.	.	9 hrs. 15 mins.
161	Dec. 18	2 2-6	Yuma, Arizona	.	.	11 hrs. 8 mins.
163	Dec. 19	2 2-6	Yuma, Arizona	.	.	2 cars 10 hrs. 41 mins. each
165	Dec. 20	44 2-6	Yuma, Arizona	.	.	39 minutes
167	Dec. 21	2 1-6	Yuma, Arizona	.	.	13 hrs. 32 mins.
		44 1-6	Yuma, Arizona	.	.	3 hrs. 15 mins.
		4 L-3643H	Yuma, Arizona	.	.	7 hrs. 45 mins.
170	Dec. 27	2 44	Yuma, Arizona	.	.	9 hrs. 52 mins.
TOTALS 41 TRIPS				59 TRIPS 51 CARS 499 HOURS 29 MINUTES Average 9 HOURS 48 MINUTES		

SECTION 9

UNNECESSARY INTERFERENCE ACCOUNT ADVERSELY MOVING CARS
VIA OTHER THAN THE ASSIGNED ROUTE, OR ASSIGNED TRAIN,
TO AVOID EXCEEDING THE ARIZONA FOURTEEN CAR LIMIT.

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	ASSIGNED CARS ADVERSELY ROUTED, OR MOVED IN OTHER THAN ASSIGNED TRAINS (d)	FROM (e)	TO (f)
3	Jan. 1	44 6	San Diego-El Paso coach SP-2436 handled by train No. 6 instead of No. 44.	Tuma, Ariz.	Tucson, Ariz.
4	Jan. 2	43 5	El Paso-Los Angeles baggage car RI-4120 handled by train No. 5 via Gila instead of train No. 43 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
7	Jan. 18	6 4	Los Angeles-St. Louis standard No. 64 (via T&P, El Paso) handled in train No. 4 instead of train No. 6.	Los Angeles, Calif.	El Paso, Texas.
	Jan. 18	6 4	San Diego-New Orleans standard ALADON handled in train No. 4 instead of train No. 6.	Tuma, Ariz.	El Paso, Texas.
9	Feb. 1	43 5	Mexico City-Los Angeles standard ATHOL SPRINGS returned in train No. 43 via Phoenix instead of train No. 5 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
10	Feb. 4	5 3	Standards car No. 29 and extra car L-1 handled in train No. 3 via Douglas and Phoenix instead of train 5 via Lordsburg and Gila.	El Paso, Texas.	Los Angeles, Calif.
12	Feb. 15	43 5	El Paso-Los Angeles coach routed in train No. 43 via Lordsburg and Gila instead of train No. 5 via Douglas and Phoenix.	El Paso, Texas.	Los Angeles, Calif.
	Feb. 15	43 5	El Paso-Los Angeles coach routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
14	Feb. 17	43 5	El Paso-Los Angeles coach SP-2434 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Tuma, Arizona.
16	Feb. 20	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
18	Feb. 22	43 5	El Paso-Los Angeles coach T&P-886 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Tuma, Arizona.
19	Feb. 23	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
20	Feb. 24	43 5	El Paso-Los Angeles coach T&P-403 routed in train No. 43 via Gila instead of train No. 5.	Tucson, Ariz.	Tuma, Arizona.
22	Feb. 27	43 5	El Paso-Los Angeles coach SP-2700 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
26	March 9	4 6	Extra standard GLEN AUDREY destined Chicago via Tucumcari from train No. 4 via Tucumcari to train No. 6 via New Orleans.	Los Angeles, Calif.	El Paso, Texas.
27	March 10	43 5	Mexico City-Los Angeles standard BABRIUS routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
28	March 10	44 6	San Diego-El Paso coach T&P-64 adversely routed from train No. 44 via Phoenix and Douglas to train No. 6 via Gila and Lordsburg.	Tuma, Arizona.	El Paso, Texas.
30	March 13	43 5	El Paso-Los Angeles coach SP-2020 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
32	March 18	43	El Paso-Los Angeles coach T&P-886 routed from train 5 via		

3	Jan. 1	44 6	San Diego-El Paso coach SP-2436 handled by train No. 6 instead of No. 44.	Yuma, Ariz.	Tucson, Ariz.
4	Jan. 2	43 5	El Paso-Los Angeles baggage car RI-4120 handled by train No. 5 via Gila instead of train No. 43 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
7	Jan. 18	6 4	Los Angeles-St. Louis standard No. 64 (via T&P, El Paso) handled in train No. 4 instead of train No. 6.	Los Angeles, Calif.	El Paso, Texas.
	Jan. 18	6 4	San Diego-New Orleans standard ALAZON handled in train No. 4 instead of train No. 6.	Yuma, Ariz.	El Paso, Texas.
9	Feb. 1	43 5	Mexico City-Los Angeles standard ATMO SPRINGS returned in train No. 43 via Phoenix instead of train No. 5 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
10	Feb. 4	5 3	Standards car No. 29 and extra car L-1 handled in train No. 3 via Douglas and Phoenix instead of train 5 via Lordsburg and Gila.	El Paso, Texas.	Los Angeles, Calif.
12	Feb. 15	43 5	El Paso-Los Angeles coach routed in train No. 43 via Lordsburg and Gila instead of train No. 5 via Douglas and Phoenix.	El Paso, Texas.	Los Angeles, Calif.
	Feb. 15	43 5	El Paso-Los Angeles coach routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
14	Feb. 17	43 5	El Paso-Los Angeles coach SP-2434 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Yuma, Arizona.
16	Feb. 20	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
18	Feb. 22	43 5	El Paso-Los Angeles coach T&P-886 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Yuma, Arizona.
19	Feb. 23	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
20	Feb. 24	43 5	El Paso-Los Angeles coach T&P-403 routed in train No. 43 via Gila instead of train No. 5.	Tucson, Ariz.	Yuma, Arizona.
22	Feb. 27	43 5	El Paso-Los Angeles coach SP-2700 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
26	March 9	4 6	Extra standard GLEN AUBREY destined Chicago via Tucumcari from train No. 4 via Tucumcari to train No. 6 via New Orleans.	Los Angeles, Calif.	El Paso, Texas.
27	March 10	43 5	Mexico City-Los Angeles standard BABRIUS routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
28	March 10	44 6	San Diego-El Paso coach T&P-64 adversely routed from train No. 44 via Phoenix and Dougl. to train No. 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.
30	March 13	43 5	El Paso-Los Angeles coach SP-2020 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
32	March 18	43 5	El Paso-Los Angeles coach T&P-886 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
34	March 22	43 5	El Paso-Los Angeles coach T&P-813 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
35	March 23	43 5	El Paso-Los Angeles coach T&P-401 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
37	March 24	43 5	El Paso-Los Angeles coach T&P-402 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
39	March 28	43 5	El Paso-Los Angeles coach T&P-403 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
40	March 29	43 5	El Paso-Los Angeles coach T&P-401 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.

SECTION 9 (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	ASSIGNED CARS ADVERSELY ROUTED, OR MOVED IN OTHER THAN ASSIGNED TRAINS (d)	FROM (e)	TO (f)
5	May 17	44 6	Los Angeles-Tucson coach SP-2434 from train No. 44 via Phoenix to train No. 6 via Gila.	Los Angeles, Calif.	Tucson, Ariz.
63	June 2	43 5	Mexico City-Los Angeles standard HERCULES from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
67	June 7	43 5	Mexico City-Los Angeles standard ZENO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
68	June 9	43 5	Mexico City-Los Angeles standard ARISTOTLE and coaches SP-2431 and TANO-401 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
69	June 11	5 43	El Paso-Los Angeles coach TANO-404 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
72	June 12	5 43	Standard No. L-1 from train No. 5 via Douglas and Phoenix to train No. 43 via Lordsburg and Gila.	El Paso, Tex.	Los Angeles, Calif.
	June 12	5 43	Memphis-Los Angeles standard McDANE from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
	June 12	5 43	Mexico City-Los Angeles standard from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
77	June 16	5 43	Mexico City-Los Angeles standard HYPERPIKES and extra tourist 2074 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
81	June 25	5 43	Mexico City-Los Angeles standard MESION from El Paso and Mexico City-Los Angeles standard VANHEUT from Tucson, routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
84	June 30	5 43	2 assigned standards ATHOL SPRINGS and HERCULES, and one assigned tourist 4008 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
88	July 1	5 43	Mexico City-Los Angeles standard VAN HEUT from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
90	July 12	5 43	Mexico City-Los Angeles standard ATHOL SPRINGS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.
91	July 12	44 6	Four cars adversely routed from train No. 44 to train No. 6.	Los Angeles, Calif.	Yuma, Arizona.
92	July 13	5 43	Extra tourist 2146 from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
94	July 16	5 43	Mexico City-Los Angeles standard HERCULES from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
97	July 21	5 43	Mexico City-Los Angeles standard HYPERPIKES from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.
103	Aug. 4	5 43	Mexico City-Los Angeles standard STRAND and extra tourist 4253 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.
108	Aug. 13	5 43	Mexico City-Los Angeles standard ZENO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
110	Aug. 14	5 43	Tourist car 2146 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
118	Sept. 2	5 43	Assigned tourist car 4147 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.

		5	Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
67	June 7	43 5	Mexico City-Los Angeles standard XENO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
68	June 9	43 5	Mexico City-Los Angeles standard ARISTOTLE and coaches SP-2431 and TAMO-401 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
69	June 11	5 43	El Paso-Los Angeles coach TAMO-404 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
72	June 12	5 43	Standard No. L-1 from train No. 5 via Douglas and Phoenix to train No. 43 via Lordsburg and Gila.	El Paso, Tex.	Los Angeles, Calif.
	June 12	5 43	Memphis-Los Angeles standard McDANE from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
	June 12	5 43	Mexico City-Los Angeles standard from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
77	June 16	5 43	Mexico City-Los Angeles standard HYPERPIEDS and extra tourist 2074 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
81	June 25	5 43	Mexico City-Los Angeles standard NEMICO from El Paso and Mexico City-Los Angeles standard VANHEUT from Tucson, routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
84	June 30	5 43	2 assigned standards ATHOL SPRINGS and HERCULES, and one assigned tourist 4008 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
88	July 7	5 43	Mexico City-Los Angeles standard VAN HEUT from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
90	July 12	5 43	Mexico City-Los Angeles standard ATHOL SPRINGS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.
91	July 12	44 6	Four cars adversely routed from train No. 44 to train No. 6.	Los Angeles, Calif.	Yuma, Arizona.
92	July 13	5 43	Extra tourist 2146 from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
94	July 16	5 43	Mexico City-Los Angeles standard HERCULES from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
97	July 21	5 43	Mexico City-Los Angeles standard HYPERPIEDS from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.
103	Aug. 4	5 43	Mexico City-Los Angeles standard STRAND and extra tourist 4253 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.
108	Aug. 13	5 43	Mexico City-Los Angeles standard XENO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
110	Aug. 14	5 43	Tourist car 2146 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
118	Sept. 2	5 43	Assigned tourist car 4147 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
124	Sept. 10	43 1	Tourist 2023 from train 43 via Lordsburg to train 1 via Lordsburg and Phoenix.	El Paso, Tex.	Los Angeles, Calif.

SECTION 7 (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	ASSIGNED CARS ADVERSELY ROUTED, OR MOVED IN OTHER THAN ASSIGNED TRAINS (d)	FROM (e)	TO (f)
125	Sept. 16	TM-828 2-43	Lounge car EL-1502 from TM-828 to 2nd 43.	El Paso, Texas.	Yuma, Arizona.
127	Sept. 20	5 43	Mexico City-Los Angeles standard CRATONIS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.
134	Oct. 22	5 43	Mexico City-Los Angeles standard ATHEL SPRINGS from train No. 5 via Phoenix to No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.
137	Nov. 3	5 43	Mexico City-Los Angeles standard HEND from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.
146	Nov. 27	5 43	Coach TAND-400 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.
147	Dec. 1	5 43	Coach TAND-402 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.
148	Dec. 6	5 43	Mexico City-Los Angeles standard ATHEL SPRINGS from Nogales from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.
150	Dec. 13	5 43	Mexico City-Los Angeles standard HEND from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.
153	Dec. 15	5 43	Mexico City-Los Angeles standard HYPERPIEDS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.
171	Dec. 29	5 43	Mexico City-Los Angeles standard IYCHUS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.
96 INSTANCES 112 TRAINS INVOLVED					

SECTION 9

UNNECESSARY INTERFERENCE ACCOUNT ADVERSELY MOVING CARS
VIA OTHER THAN THE ASSIGNED ROUTE, OR ASSIGNED TRAIN,
TO AVOID EXCEEDING THE ARIZONA FOURTEEN CAR LIMIT.

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	ASSIGNED CARS ADVERSELY ROUTED, OR MOVED IN OTHER THAN ASSIGNED TRAINS (d)	FROM (e)	TO (f)
3	Jan. 1	44 6	San Diego-El Paso coach SP-2436 handled by train No. 6 instead of No. 44.	Tum, Ariz.	Tucson, Ariz.
4	Jan. 2	43 5	El Paso-Los Angeles baggage car EL-4120 handled by train No. 5 via Gila instead of train No. 43 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
7	Jan. 18	6 4	Los Angeles-St. Louis standard No. 64 (via TAP, El Paso) handled in train No. 4 instead of train No. 6.	Los Angeles, Calif.	El Paso, Texas.
	Jan. 18	6 4	San Diego-New Orleans standard ALADON handled in train No. 4 instead of train No. 6.	Tum, Ariz.	El Paso, Texas.
9	Feb. 1	43 5	Mexico City-Los Angeles standard ATHOL SPRINGS returned in train No. 43 via Phoenix instead of train No. 5 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
10	Feb. 4	5 3	Standards car No. 29 and extra car L-1 handled in train No. 3 via Douglas and Phoenix instead of train 5 via Lordsburg and Gila.	El Paso, Texas.	Los Angeles, Calif.
12	Feb. 15	43 5	El Paso-Los Angeles coach routed in train No. 43 via Lordsburg and Gila instead of train No. 5 via Douglas and Phoenix.	El Paso, Texas.	Los Angeles, Calif.
	Feb. 15	43 5	El Paso-Los Angeles coach routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
14	Feb. 17	43 5	El Paso-Los Angeles coach SP-2434 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Tum, Ariz.
16	Feb. 20	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
18	Feb. 22	43 5	El Paso-Los Angeles coach TEND-884 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Tum, Ariz.
19	Feb. 23	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
20	Feb. 24	43 5	El Paso-Los Angeles coach TEND-403 routed in train No. 43 via Gila instead of train No. 5.	Tucson, Ariz.	Tum, Ariz.
22	Feb. 27	43 5	El Paso-Los Angeles coach SP-2700 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
26	March 9	4 6	Extra standard GLEN AUBREY destined Chicago via Tucumanari from train No. 4 via Tucumanari to train No. 6 via New Orleans.	Los Angeles, Calif.	El Paso, Texas.
27	March 10	43 5	Mexico City-Los Angeles standard BABRIUS routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
28	March 10	44 6	San Diego-El Paso coach TEND-864 adversely routed from train No. 44 via Phoenix and Douglas to train No. 6 via Gila and Lordsburg.	Tum, Ariz.	El Paso, Texas.
30	March 13	43 5	El Paso-Los Angeles coach SP-2030 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
32	March 18	43 5	El Paso-Los Angeles coach TEND-884 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
34	March 22	43 5		Tucson, Ariz.	Los Angeles, Calif.

3	Jan. 1	44 6	San Diego-El Paso coach SP-2436 handled by train No. 6 instead of No. 44.	Yuma, Ariz.	Tucson, Ariz.
4	Jan. 2	43 5	El Paso-Los Angeles baggage car RI-4120 handled by train No. 5 via Gila instead of train No. 43 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
7	Jan. 18	6 4	Los Angeles-St. Louis standard No. 64 (via T&P, El Paso) handled in train No. 4 instead of train No. 6.	Los Angeles, Calif.	El Paso, Texas.
	Jan. 18	6 4	San Diego-New Orleans standard ALABAMA handled in train No. 4 instead of train No. 6.	Yuma, Ariz.	El Paso, Texas.
9	Feb. 1	43 5	Mexico City-Los Angeles standard ATROL SPRINGS returned in train No. 43 via Phoenix instead of train No. 5 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
10	Feb. 4	5 3	Standards car No. 29 and extra car, L-1 handled in train No. 3 via Douglas and Phoenix instead of train 5 via Lordsburg and Gila.	El Paso, Texas.	Los Angeles, Calif.
12	Feb. 15	43 5	El Paso-Los Angeles coach routed in train No. 43 via Lordsburg and Gila instead of train No. 5 via Douglas and Phoenix.	El Paso, Texas.	Los Angeles, Calif.
	Feb. 15	43 5	El Paso-Los Angeles coach routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
14	Feb. 17	43 5	El Paso-Los Angeles coach SP-2436 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Yuma, Arizona.
16	Feb. 20	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
18	Feb. 22	43 5	El Paso-Los Angeles coach T&NO-886 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Yuma, Arizona.
19	Feb. 23	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
20	Feb. 24	43 5	El Paso-Los Angeles coach T&NO-403 routed in train No. 43 via Gila instead of train No. 5.	Tucson, Ariz.	Yuma, Arizona.
22	Feb. 27	43 5	El Paso-Los Angeles coach SP-2700 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
26	March 9	4 6	Extra standard GLEN AUBREY destined Chicago via Tucumanari from train No. 4 via Tucumanari to train No. 6 via New Orleans.	Los Angeles, Calif.	El Paso, Texas.
27	March 10	43 5	Mexico City-Los Angeles standard BARTON routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.
28	March 10	44 6	San Diego-El Paso coach T&NO-864 adversely routed from train No. 44 via Phoenix and Douglas to train No. 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.
30	March 13	43 5	El Paso-Los Angeles coach SP-2030 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
32	March 18	43 5	El Paso-Los Angeles coach T&NO-886 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
34	March 22	43 5	El Paso-Los Angeles coach T&NO-813 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
35	March 23	43 5	El Paso-Los Angeles coach T&NO-401 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
37	March 24	43 5	El Paso-Los Angeles coach T&NO-402 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
39	March 28	43 5	El Paso-Los Angeles coach T&NO-403 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.
40	March 29	43 5	El Paso-Los Angeles coach T&NO-401 routed from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.

SECTION 10 (Continued)

ITEM NUMBER (a)	TRAIN NUMBER (b)	DATE (c)	CHARACTER OF INTERFERENCE (d)	AMOUNT OF DELAY (e)
135	44	Oct. 29	Los Angeles-Tucson Coach SP-1958 cancelled Phoenix to Tucson.	-
136	3	Nov. 1	Phoenix-San Diego coach cancelled, Phoenix to Tuma.	-
144	5	Nov. 23	Diner T&NO 917 Cancelled Phoenix to Los Angeles.	-
146	5	Nov. 27	Diner T&NO 915 Cancelled Phoenix to Los Angeles.	-
148	5	Dec. 6	Marion City-Los Angeles, Standard "Simmons" from El Paso cancelled Tucson to Los Angeles.	-
149	2	Dec. 9	Phoenix-Tucson baggage car HI-4139 cancelled.	-
152	44	Dec. 14	San Diego-Phoenix coach cancelled, Tuma to Phoenix.	-
154	5	Dec. 16	Diner T&NO 926 cancelled Phoenix to Los Angeles.	-
155	44	Dec. 16	San Diego-Phoenix coach cancelled, Tuma to Phoenix.	-
	44	Dec. 16	Tucson-Kansas City baggage-express car SP-4052 cancelled, Tucson to El Paso	-
44 TRAINS 46 TRAINS			CARS CANCELLED 47	6 TRAINS 45 MINUTES AVERAGE 7-1/2 MINS.

3136

5605

SECTION 11.

HELPER ENGINE SERVICE INCURRED ON THE LOS ANGELES DIVISION BY
REASON OF WESTWARD PASSENGER TRAINS ARRIVING AT YUMA, ARIZONA,
WITH CARS BELONGING TO OTHER TRAINS, THEREBY REQUIRING
ADDITIONAL HELPER SERVICE ON THE LOS ANGELES DIVISION

Item Number (a)	Date (b)	Train Number (c)	Character of Interference (d)	Number of Loco. Miles Incurred (e)
22	Feb. 27	43	Helper, Garnet to Beaumont	50
32	Mar. 18	43	Helper, Garnet to Beaumont	50
37	Mar. 24	43	Helper, Garnet to Beaumont	50
45	Apr. 7	43	Helper, Garnet to Beaumont	50
52	Apr. 16	43	Helper, Garnet to Beaumont	50
68	June 9	43	Helper, Indio to Beaumont	50
69	June 11	43	Helper, Garnet to Beaumont	50
72	June 12	43	Helper, Indio to Beaumont	96
77	June 16	43	Helper, Indio to Beaumont	50
81	June 25	1	Helper, Garnet to Beaumont	50
84	June 30	43	Helper, Indio to Beaumont	96
92	July 13	43	Helper, Garnet to Beaumont	50
98	July 22	43	Helper, Garnet to Beaumont	50
105	Aug. 5	43	Helper, Garnet to Beaumont	50
-	Aug. 5	1	Helper, Garnet to Beaumont	50
106	Aug. 6	43	Helper, Garnet to Beaumont	50
108	Aug. 13	43	Helper, Garnet to Beaumont	50
112	Aug. 18	43	Helper, Garnet to Beaumont	50
118	Sept. 2	43	Helper, Garnet to Beaumont	50
141	Nov. 13	43	Helper, Garnet to Beaumont	50
147	Dec. 1	43	Helper, Garnet to Beaumont	50
TOTALS 20 ITEMS		21 TRAINS		1142 LOCO. MILES

SECTION 12

UNNECESSARY DELAY TO OCCUPIED OR LOADED CARS AT STATIONS YUMA,
ARIZONA TO EL PASO, TEXAS CAUSED BY OBSERVANCE OF ARIZONA 14 CAR
LIMIT, DUE TO BEING SET OUT AND LATER PICKED UP, OR TO FAILURE
TO BE PICKED UP PER SCHEDULE

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	INTERFERENCE (e)	DELAY TO CARS (f)
7	Jan. 18	6 4	El Paso, Texas	Delay to 2 assigned cars	2 cars 30 mins. each
9	Feb. 1	43 5	Tucson, Ariz.	Delay to assigned car	1 car 1 hr. 45 mins.
		43 1	Tucson, Ariz.	Delay to loaded baggage car SP-6238	1 car 8 hrs. 13 mins.
11	Feb. 14	1-1 2-1	Yuma, Arizona	Consolidating 16 cars	46 cars 30 mins. each
15	Feb. 18	1-43 2-43	Yuma, Arizona	Consolidating 16 cars	16 cars 23 mins. each
30	March 13	5 43	Tucson, Ariz.	Delay to assigned coach SP-2020	1 car 3 hrs. 15 mins.
31	March 15	1 43	Tucson, Ariz.	Delay to PFE-604, vegetables, Los Angeles.	1 car 8 hrs. 15 mins.
46	April 9	1-5 2-5	Yuma, Arizona	Delay to 15 assigned cars	15 cars 1 hr. 46 mins each
60	May 23	44	El Paso, Tex.	Delay to 11 assigned cars	11 cars 52 mins. each
63	June 2	5 43	Tucson, Ariz.	Delay to assigned Mexico City-Los Angeles standard BAROSUS	1 car 1 hr. 1 min.
70	June 11	2 X2432E	Lordsburg, N.M.	Delay to 15 cars	15 cars 15 mins. each
78	June 18	2 44	Yuma, Arizona	Delay to PFE-654, express	1 car 10 hrs. 25 mins.
80	June 21	3 X4300W	Yuma, Arizona	Delay to 16 cars	16 cars 17 mins. each
101	Aug. 2	1-1 2-1	Yuma, Arizona	Delay to 17 cars	17 cars 20 mins. each
115	Aug. 27	1-1 2-1	Yuma, Arizona	Delay to 15 cars	15 cars 12 mins. each
124	Sept. 10	43 1	El Paso, Texas	Extra tourist No. 2023 delayed	1 car 2 hrs. 53 mins.
142	Nov. 20	1-3 2-3	Yuma, Arizona	Delay to 14 cars	14 cars 15 mins. each
151	Dec. 13	1-6 2-6	Yuma, Arizona	Delay to 5 cars	5 cars 11 mins. each
		4 2-6	Yuma, Arizona	Delay to SP-6022	1 car 22 mins.

NO. (a)	DATE (b)	NUMBER (c)	STATION (d)	INTERFERENCE (e)	DELAY TO CARS (f)
7	Jan. 18	6 4	El Paso, Texas	Delay to 2 assigned cars	2 cars 30 mins. each
9	Feb. 1	43 5	Tucson, Ariz.	Delay to assigned car	1 car 1 hr. 45 mins.
		43 1	Tucson, Ariz.	Delay to loaded baggage car SP-6238	1 car 8 hrs. 13 mins.
11	Feb. 14	1-1 2-1	Yuma, Arizona	Consolidating 16 cars	16 cars 30 mins. each
15	Feb. 18	1-43 2-43	Yuma, Arizona	Consolidating 16 cars	16 cars 23 mins. each
30	March 13	5 43	Tucson, Ariz.	Delay to assigned coach SP-2020	1 car 3 hrs. 15 mins.
31	March 15	1 43	Tucson, Ariz.	Delay to PFE-604, vegetables, Los Angeles.	1 car 8 hrs. 15 mins.
46	April 9	1-5 2-5	Yuma, Arizona	Delay to 15 assigned cars	15 cars 1 hr. 46 mins. each
60	May 23	44	El Paso, Tex.	Delay to 11 assigned cars	11 cars 52 mins. each
63	June 2	5 43	Tucson, Ariz.	Delay to assigned Mexico City-Los Angeles standard BAROSUS	1 car 1 hr. 1 min.
70	June 11	2 X2432E	Lordsburg, N.M.	Delay to 15 cars	15 cars 15 mins. each
78	June 18	2 44	Yuma, Arizona	Delay to PFE-654, express	1 car 10 hrs. 25 mins.
80	June 21	3 X4300W	Yuma, Arizona	Delay to 16 cars	16 cars 17 mins. each
101	Aug. 2	1-1 2-1	Yuma, Arizona	Delay to 17 cars	17 cars 20 mins. each
115	Aug. 27	1-1 2-1	Yuma, Arizona	Delay to 15 cars	15 cars 12 mins. each
124	Sept. 10	43 1	El Paso, Texas	Extra tourist No. 2023 delayed	1 car 2 hrs. 53 mins.
142	Nov. 20	1-3 2-3	Yuma, Arizona	Delay to 14 cars	14 cars 15 mins. each
151	Dec. 13	1-6 2-6	Yuma, Arizona	Delay to 5 cars	5 cars 11 mins. each
		4 2-6	Yuma, Arizona	Delay to SP-6022	1 car 22 mins.
156	Dec. 17	44 2-6	Yuma, Arizona	Delay to PFE-684, 701	2 cars 45 mins. each
158	Dec. 17	1-5 2-5	Tucson, Arizona	Delay to SP-6318, 5136 5127	3 cars 21 mins. each

SECTION 12 (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	STATION (d)	INTERFERENCE (e)	DELAY TO CARS (f)
160	Dec. 18	1 2-3	Phoenix, Ariz.	Delay to HI-4029	1 car 4 hours. 33 mins.
161	Dec. 18	1-4 2-4	Tum., Arizona	Delay to 3 cars	3 cars 13 mins. each
162	Dec. 19	1-5 2-5	Tucson, Arizona	Delay to 3 cars	3 cars 2 hrs. 45 mins. each
163	Dec. 19	44 2-4	Tum., Arizona	Delay to RHE-354 and 291	2 cars 47 mins. each
		1-4 2-4	Tum., Arizona	Delay to 4 cars	4 cars 11 mins. each
164	Dec. 20	1-5 2-5	Tucson, Arizona	Delay to 4 cars	4 cars 10 mins. each
165	Dec. 20	44 2-4	Tum., Arizona	Delay to WFB-134	1 car 39 mins.
		1-4 2-4	Tum., Arizona	Delay to 4 cars	4 cars 7 mins. each
167	Dec. 21	44 1-4	Tum., Arizona	Delay to RHE-403 and HI-4106	2 cars 3 hrs. 15 mins. each
168	Dec. 22	4 44	Tum., Arizona	Delay to SP-6208	1 car 8 hours 36 mins.
169	Dec. 24	1-5 43	Tucson, Arizona	Delay to THO-114	1 car 1 hour 40 mins.
		1-5 2-5	Tucson, Arizona	Delay to PFB-721	1 car 1 hour 05 mins.
		2-5 1	Phoenix, Arizona	Delay to PFB-721	1 car 12 hours 08 mins.
173	Dec. 30	2-43 3-43	Tum., Arizona	Delay to 17 cars	17 cars 25 minutes each
TOTALS 31 ITEMS 69 TRAINS					200 CARS 165 HRS. 50 MINS. (Average 50 minutes)

SECTION 13-A

ADVERSE ROUTING TO AVOID EXCEEDING THE 14 CAR LIMIT
RESULTING IN EXCESS CAR MILES

ITEM NO. (a)	DATE (b)	TRAIN NO. (c)	CHARACTER OF INTERFERENCE (d)	FROM (e)	TO (f)	INTRASTATE EXCESS CAR MILES (g)	INTERSTATE EXCESS CAR MILES (h)
6	Jan. 17	6	REL 1305 from train No. 6 via Gila, and Lordsburg to train No. 4 via Phoenix and Douglas.	Tum, Ariz.	El Paso, Texas	73	-
7	Jan. 18	6	Standard No. 64 and Standard ALAZON from train No. 6 via Gila & Lordsburg to Train No. 4, via Phoenix and Douglas.	Los Angeles, Cal. Tum, Ariz.	El Paso, Texas El Paso, Texas	73 73	-
8	Jan. 28	2-5	SP-2338 coach used as buffer SP-2338 deadhead Tum-Los Angeles	El Paso, Texas	Tum, Arizona	391	171 251
9	Feb. 1	43	Mexico City-Los Angeles Standard ATHEL SPRINGS, Train 43 via Phoenix instead train No. 5 via Gila.	Tucson, Ariz.	Los Angeles, Cal.	43	-
10	Feb. 4	5	Standard car No. 29 and Ex. car 1-1 from train No. 5 via Lordsburg and Gila to train No. 3 via Douglas and Phoenix.	El Paso, Tex.	Los Angeles, Cal.	146	-
12	Feb. 12	43	Deadhead Standard HURKA from train No. 43, via Gila to train No. 1 via Phoenix.			43	-
13	Feb. 16	3	Coach used as buffer for K2103 Douglas-Rodeo and return.	Douglas, Ariz. Rodeo, N.M.	Rodeo, N.M. Douglas, Ariz.	50 50	2 2
15	Feb. 18	1-43 2-43	Coach SP-2029, El Paso to Bowie and return to Lordsburg. This car used as buffer 1-43, Lordsburg to Tucson.	El Paso, Tex. Bowie, Ariz.	Bowie, Ariz. Lordsburg, N.M.	27 27	171 23
21	Feb. 25	1-43 2-43	Coach SP-1401 used as buffer, 2-43				
23	Feb. 28	3	Coach SP-1238 used as buffer.	Lordsburg, N.M.	Tucson, Ariz.	140	23
29	Mar. 11	2	Los Angeles-Chicago Coach SP-2020 adversely routed in train No. 44 via Douglas instead train No. 2 via Lordsburg.	Douglas, Ariz. Rodeo, N.M.	Rodeo, N.M. Douglas, Ariz.	50 50	2 2
31	Mar. 15	43	El Paso-Los Angeles mail car SP-5120 adversely from No. 43 via Gila, to train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Cal.	43	-
38	Mar. 26	2	PFZ-604 in train No. 1 via Phoenix instead of train No. 43 via Gila.			43	-
46	Apr. 9	2-5	Tourist car routed from CCC SPECIAL via Gila to train No. 2, via Phoenix.	Los Angeles, Cal.	Lordsburg, N.M.	43	-
54	Apr. 23	43	Coach SP-2697 used as buffer			173	-
64	June 4	43	Deadhead Baggage car SP-6206 from train No. 43 via Gila to train No. 1 via Phoenix.	Tucson, Ariz.	Los Angeles, Cal.	43	-
78	June 18	2	1 coach from train No. 5 via Douglas to train No. 43 via Lordsburg.	El Paso, Tex.	Tucson, Ariz.	30	-
79	June 19	4	PFZ-654 from train No. 2 via Lordsburg to train No. 44 via Douglas.	Tum, Ariz.	El Paso, Tex.	30	-
80	June 21	5	Extra coach Tucson-Tum in train No. 43 via Gila instead of Ex. coach Phoenix-Tum in train No. 5.			77	-
81	June 25	3	SP-6441 used as buffer	Tucson, Ariz.	Tum, Ariz.	251	-
		1	Deadhead standard GLEN SWINE from train No. 43, via Gila to train No. 1 via Phoenix.				

7	Jan. 13	6 4	Standard No. 64 and Standard ALAZON from train No. 6 via Gila & Lordsburg to Train No. 4, via Phoenix and Douglas.	Los Angeles, Cal. Tuma, Ariz.	El Paso, Texas El Paso, Texas	73 73	- -
8	Jan. 28	2-5	SP-2338 coach used as buffer SP-2338 deadhead Tuma-Los Angeles	El Paso, Texas	Tuma, Arizona	391	171 251
9	Feb. 1	43 5	Mexico City-Los Angeles Standard ATHOL SPRINGS, Train 43 via Phoenix instead train No. 5 via Gila.	Tucson, Ariz.	Los Angeles, Cal.	43	-
10	Feb. 4	5 3	Standard car No. 29 and Ex. car L-1 from train No. 5 via Lordsburg and Gila to train No. 5 via Douglas and Phoenix.	El Paso, Tex.	Los Angeles, Cal.	146	-
12	Feb. 12	43 1	Deadhead Standard EUREKA from train No. 43, via Gila to train No. 1 via Phoenix.			43	-
13	Feb. 16	3 I2103E	Coach used as buffer for I2103 Douglas-Rodeo and return.	Douglas, Ariz. Rodeo, N.M.	Rodeo, N.M. Douglas, Ariz.	50 50	2 2
15	Feb. 18	1-43 2-43	Coach SP-2029, El Paso to Bowie and return to Lordsburg. This car used as buffer 1-43, Lordsburg to Tucson.	El Paso, Tex. Bowie, Ariz.	Bowie, Ariz. Lordsburg, N.M.	27 27	171 23
21	Feb. 25	1-43 2-43	Coach SP-1401 used as buffer, 2-43	Lordsburg, N.M.	Tucson, Ariz.	140	23
23	Feb. 28	3 I2103	Coach SP-1238 used as buffer.	Douglas, Ariz. Rodeo, N.M.	Rodeo, N.M. Douglas, Ariz.	50 50	2 2
29	Mar. 11	2 44	Los Angeles-Chicago Coach SP-2020 adversely routed in train No. 44 via Douglas instead train No. 2 via Lordsburg.	Tucson, Ariz.	El Paso, Tex.	30	-
31	Mar. 15	43 5 43 1	El Paso-Los Angeles mail car SP-5120 adversely from No. 43 via Gila, to train No. 5 via Phoenix, PFX-604 in train No. 1 via Phoenix instead of train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Cal.	43 43	- -
38	Mar. 26	2 (CCO) (Spl)	Tourist car routed from COC SPECIAL via Gila to train No. 2, via Phoenix.	Los Angeles, Cal.	Lordsburg, N.M.	43	-
46	Apr. 9	2-5	Coach SP-2697 used as buffer			173	-
54	Apr. 23	43 1	Deadhead Baggage car SP-6206 from train No. 43 via Gila to train No. 1 via Phoenix.	Tucson, Ariz.	Los Angeles, Cal.	43	-
64	June 4	5 43	1 coach from train No. 5 via Douglas to train No. 43 via Lordsburg.	El Paso, Tex.	Tucson, Ariz.	30	-
78	June 18	2 4	PFX-654 from train No. 2 via Lordsburg to train No. 44 via Douglas.	Tuma, Ariz.	El Paso, Tex.	30	-
79	June 19	5 43	Extra coach Tucson-Tuma in train No. 43 via Gila instead of Ex. coach Phoenix-Tuma in train No. 5.			77	-
80	June 21	3 I-4300	SP-6441 used as buffer	Tucson, Ariz.	Tuma, Ariz.	251	-
81	June 25	43 1	Deadhead standard GLEN SPRING from train No. 43, via Gila to train No. 1 via Phoenix.	Tucson, Ariz.	Los Angeles, Cal.	43	-
85	July 3	6 2	1 deadhead Standard CHERBOURG from train No. 6 via Gila to train No. 2 via Phoenix.	Tuma, Arizona.	El Paso, Tex.	43	-
93	July 15	5 43	Ex. Coach TAWO-869, Tucson-Tuma in train No. 43 via Gila instead of Ex. coach Phoenix-Tuma in train No. 5.			77	-
94	July 16	5 43	Same as 93, Car SP-2049			77	-
98	July 27	820 5	Deadhead Diner SP-10132, train No. 820, to fill assigned car in train No. 5.	Los Angeles, Cal. Indio, Calif.	Indio, Calif. Los Angeles, Cal.	- -	129 129

SECTION 13-4 (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NO. (c)	CHARACTER OF INTERFERENCE (d)	FROM (e)	TO (f)	INTERFERENCE MILES CAR (g)	INTERFERENCE MILES CAR (h)
	July 28	43	Deadhead Standard SUNDRA from train No. 43 via Gila to train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Cal.	43	-
105	Aug. 4	5	Same as 75, Car SP-2045.	Tucson, Ariz.	Tucson, Ariz.	77	-
		43					
105	Aug. 5	5	Same as 75, Car SP-2535.	-	-	77	-
		43					
	Aug. 5	820	Deadhead Diner SP-10138, Train 820, to fill assigned car in train No. 5.	Los Angeles, Cal.	Colton, Calif.	-	57
		5		Colton, Calif.	Los Angeles, Cal.	-	57
106	Aug. 6	5	Same as 75, Car SP-2049.	-	-	77	-
		43					
108	Aug. 13	5	Mr. Cotech SP-2170 TUC-1.A. in No. 43 via Gila instead of ex. coach Phoenix-Los Angeles in train No. 5 via Phoenix.	-	-	77	-
		43					
111	Aug. 16	2-1	Coach SP-1969 used as buffer.	Lordsburg, N.M.	Los Angeles, Cal.	434	274
		2-1	Replace Lordsburg protection coach.	Tucson, Ariz.	Lordsburg, N.M.	161	23
112	Aug. 18	5	Same as 108, Car SP-1958.	-	-	77	-
		43					
118	Sept. 2	5	Same as 108, Car SP-1968.	-	-	77	-
		43					
119	Sept. 3	820	Deadhead Diner SP-10137, Train 820, to fill assigned car in train No. 5.	Los Angeles, Cal.	Colton, Calif.	-	57
		5		Colton, Calif.	Los Angeles, Cal.	-	57
121	Sept. 6	2-6	Coach SP-1240 used as buffer and returned to Tucson.	Tucson, Ariz.	Lordsburg, N.M.	121	23
				Lordsburg, N.M.	Tucson, Ariz.	120	23
122	Sept. 7	6	PVE 350 express from train No. 6, via Gila and Lordsburg to train No. 4, via Phoenix and Douglas.	Tucson, Ariz.	El Paso, Tex.	73	-
		4					
123	Sept. 9	820	Deadhead diner 10038, Train 820 to fill assigned car in train No. 5.	Los Angeles, Calif.	Colton, Calif.	-	57
		5		Colton, Calif.	Los Angeles, Calif.	-	57
124	Sept. 10	43	Tourist car 2025 from train No. 43, Lordsburg to Gila, to train No. 1, via Lordsburg and Phoenix.	El Paso, Tex.	Los Angeles, Calif.	43	-
126	Sept. 16	1	SP-1240 used as buffer.	El Paso, Tex.	Lordsburg, N.M.	-	148
		2-43		Lordsburg, N.M.	Tucson, Ariz.	140	23
139	Nov. 9	1-2	Coach 2712 used as buffer.	Tucson, Ariz.	El Paso, Tex.	435	170
142	Nov. 20	1-3	Coach SP 2517 used as buffer.	Tucson, Ariz.	Tucson, Ariz.	294	-
144	Nov. 23	820	Deadhead diner 10152, train No. 820 to fill assigned car in train No. 5.	Los Angeles, Calif.	Colton, Calif.	-	57
		5		Colton, Calif.	Los Angeles, Calif.	-	57
145	Nov. 26	1	SP-6457, Deadhead baggage car from train No. 1, via Lordsburg to train No. 3 via Douglas.	El Paso, Tex.	Tucson, Ariz.	30	-
		3					
146	Nov. 27	820	Deadhead Diner 10157, Train 820, to fill assigned car in train No. 5.	Los Angeles, Cal.	Colton, Calif.	-	57
		5		Colton, Calif.	Los Angeles, Cal.	-	57
154	Dec. 14	820	Deadhead Diner 10038, train No. 820 to fill assigned car in train No. 5.	Los Angeles, Cal.	Colton, Calif.	-	57
		5		Colton, Calif.	Los Angeles, Calif.	-	57
158	Dec. 17	43	HEX 291 from train No. 43 via Gila to 2-5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.	43	-
		2-5					
158	Dec. 17	2-5	SP-2334 used as buffer.	Tucson, Ariz.	Tucson, Ariz.	294	-
			SP-1202 used as buffer	Tucson, Ariz.	Los Angeles, Calif.	-	251
159	Dec. 18	2-1	SP-1511 used as buffer.	El Paso, Tex.	Phoenix, Ariz.	261	171
160	Dec. 18	2-3	SP-1511 used as buffer.	Phoenix, Ariz.	Tucson, Ariz.	173	-
162	Dec. 19	2-5	SP-1146 used as buffer.	Tucson, Ariz.	Los Angeles, Calif.	294	251

109	Aug. 5	5 49	Same as 95, Car SP-2333.	-	-	77	-
	Aug. 5	820 5	Deadhead Diner SP-10136, Train 820, to fill assigned car in train No. 5.	Los Angeles, Cal. Colton, Calif.	Colton, Calif. Los Angeles, Cal.	- -	97 97
106	Aug. 6	5 49	Same as 95, Car SP-2049.	-	-	77	-
108	Aug. 13	5 49	Re. Coach SP-2170 Tuo-L.A. in No. 43 via Gila instead of ex. coach Phoenix-Los Angeles in train No. 5 via Phoenix.	-	-	77	-
111	Aug. 16	2-1 2-1	Coach SP-1969 used as buffer. Replace Lordsburg protection coach.	Lordsburg, N.M. Tucson, Ariz.	Los Angeles, Calif. Lordsburg, N.M.	434 161	274 23
112	Aug. 18	5 49	Same as 108, Car SP-1958.	-	-	77	-
113	Sept. 2	5 49	Same as 108, Car SP-1968.	-	-	77	-
119	Sept. 5	820 5	Deadhead Diner SP-10137, Train 820, to fill dead. car in train No. 5.	Los Angeles, Cal. Colton, Calif.	Colton, Calif. Los Angeles, Cal.	- -	97 97
121	Sept. 6	2-4	Coach SP-1240 used as buffer and returned to Tucson.	Tucson, Ariz. Lordsburg, N.M.	Lordsburg, N.M. Tucson, Ariz.	121 120	23 23
122	Sept. 7	6 4	FSR 550 express from train No. 6, via Gila and Lordsburg to train No. 4, via Phoenix and Douglas.	Tum, Ariz.	El Paso, Tex.	73	-
123	Sept. 9	820 5	Deadhead diner 10038, Train 820 to fill dead. car in train No. 5.	Los Angeles, Calif. Colton, Calif.	Colton, Calif. Los Angeles, Calif.	- -	97 97
124	Sept. 10	43	Tourist car 2025 from train No. 43, Lordsburg to Gila, to train No. 1, via Lordsburg and Phoenix.	El Paso, Tex.	Los Angeles, Calif.	43	-
126	Sept. 16	1 2-43	SP-1240 used as buffer.	El Paso, Tex. Lordsburg, N.M.	Lordsburg, N.M. Tucson, Ariz.	- 140	148 23
139	Nov. 9	1-2	Coach 2712 used as buffer.	Tum, Ariz.	El Paso, Tex.	435	170
142	Nov. 20	1-3	Coach SP 2517 used as buffer.	Tucson, Ariz.	Tum, Ariz.	294	-
144	Nov. 23	820 5	Deadhead diner 10152, train No. 820 to fill assigned car in train No. 5.	Los Angeles, Calif. Colton, Calif.	Colton, Calif. Los Angeles, Calif.	- -	97 97
145	Nov. 26	1 3	SP-6457, Deadhead baggage car from train No. 1, via Lordsburg to train No. 3 via Douglas.	El Paso, Tex.	Tucson, Ariz.	30	-
146	Nov. 27	820 5	Deadhead Diner 10157, Train 820, to fill assigned car in train No. 5.	Los Angeles, Cal. Colton, Calif.	Colton, Calif. Los Angeles, Cal.	- -	97 97
154	Dec. 16	820 5	Deadhead Diner 10038, train No. 820 to fill assigned car in train No. 5.	Los Angeles, Cal. Colton, Calif.	Colton, Calif. Los Angeles, Calif.	- -	97 97
158	Dec. 17	43 2-5	REX 291 from train No. 43 via Gila to 2-5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.	43	-
158	Dec. 17	2-5	SP-2334 used as buffer. SP-1202 used as buffer	Tucson, Ariz. Tum, Ariz.	Tum, Ariz. Los Angeles, Calif.	294 -	- 251
159	Dec. 18	2-1	SP-1511 used as buffer.	El Paso, Tex.	Phoenix, Ariz.	261	171
160	Dec. 18	2-5	SP-1511 used as buffer.	Phoenix, Ariz.	Tum, Ariz.	173	-
162	Dec. 19	2-5	SP-1146 used as buffer.	Tucson, Ariz.	Los Angeles, Calif.	294	251
164	Dec. 20	2-5	SP-2305 used as buffer.	Tucson, Ariz.	Los Angeles, Calif.	294	251
	Dec. 20	43 2-5	FSR-414 from 2-5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
	Dec. 20	43 1-5	SP-4318 from 1-5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-

SECTION 13-A (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NO. (c)	CHARACTER OF INTERFERENCE (d)	FROM (e)	TO (f)	INTRASTATE EXCESS CAR MILES (g)	INTERSTATE EXCESS CAR MILES (h)
166	Dec. 22 Dec. 23	2-43 (2-4 864)	Coach SP-3156 used as buffer Return SP-3156 Yuma- El Paso via Phoenix and Lordsburg.	El Paso, Texas.	Yuma, Ariz.	391	171
	Dec. 22	2-43	Coach SP-1511 used as buffer.	Yuma, Ariz.	El Paso, Tex.	435	170
168	Dec. 22	2 44	SP-4208 from train No. 2 via Lordsburg to Train No. 44 via Douglas.	Yuma, Ariz.	Los Angeles, Cal.	-	251
170	Dec. 29	2 44	Deadhead Tourist 2079 from train No. 2 via Lordsburg to train No. 44 via Douglas.	Yuma, Ariz.	El Paso, Texas	30	-
172	Dec. 30	1-5	SP-6334 used as buffer	Yuma, Ariz.	El Paso, Texas	30	-
173	Dec. 30	3-43	SP-4208 used as buffer	Phoenix, Ariz.	Los Angeles, Cal.	173	251
TOTALS						303	
69 ITEMS 109 TRAINS 63 CARS						7,402	4,040
						TOTAL 11,442	

5611

3142

SECTION 13-6

SPRINGS ROUTED TO SPRING RAILROADS THE 14 CAR LIMIT
EXCEEDED IN SOME CAR MILES

TRAIN NO. (a)	DATE (b)	TRAIN NUMBER (c)	CHARACTER OF INTERCHANGES (d)	FROM (e)	TO (f)	INTRASTATE CAR MILES (g)	INTERSTATE CAR MILES (h)
3	Jan. 1	44 6	San Diego-El Paso coach SP-3436 from train No. 44 via Phoenix to train No. 4 via Gila.	Tuma, Arizona.	Tucson, Arizona	43	-
4	Jan. 2	43	Rock Island baggage car 4120 from train No. 43 via Phoenix to train No. 5 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
8	Jan. 28	43 (2-5)	Splitting No. 43 at El Paso and operating 5 cars as 2nd No. 5 via Lordsburg and Gila.	El Paso, Tex.	Tuma, Arizona.	345	-
9	Feb. 1	43 1-5	Mexico City-Los Angeles standard AT&SF SPRINGS from train No. 43 via Phoenix to train No. 5 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
12	Feb. 15	43 5	El Paso-Los Angeles coach from train No. 5 via Phoenix and Douglas to train No. 43 via Lordsburg and Gila.	El Paso, Tex.	Los Angeles, Calif.	73	-
	Feb. 15	43 5	Coach T&M-871 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
14	Feb. 17	43 5	Assigned coach SP-3436 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Tuma, Arizona.	43	-
16	Feb. 20	43 5	Assigned coach SP-2002 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
17	Feb. 22	2 6	Headhead standard F&M HIGHIE transferred from train No. 2 via Phoenix to train No. 6 via Gila.	Tuma, Arizona.	Tucson, Ariz.	43	-
18	Feb. 22	43 5	El Paso-Los Angeles coach T&M-886 and car horse routed train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Tuma, Arizona.	86	-
19	Feb. 23	43 5	El Paso-Los Angeles coach SP-2002 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.	43	-
20	Feb. 24	43 5	El Paso-Los Angeles coach T&M-403 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Tuma, Arizona.	43	-
22	Feb. 27	43 5	El Paso-Los Angeles coach SP-2700 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.	43	-
24	March 8	44	Los Angeles-Chicago lounge car SP-3570 cancelled Tuma to Phoenix.	Tuma, Arizona.	Phoenix, Ariz.	173	-
		1	Lounge car SP-2918 not picked up at Phoenix.	Phoenix, Ariz.	Tuma, Arizona.	173	-
25	March 9	44 44 1	San Diego-El Paso coach cancelled. Lounge car Los Angeles-Chicago cancelled. Lounge car not used.	Tuma, Arizona. Tuma, Arizona. Phoenix, Ariz.	El Paso, Tex. Phoenix, Ariz. Tuma, Arizona.	448 173 173	167
26	March 9	6 4	Extra standard GLEN ARNETY routed in train No. 6 via Gila and Lordsburg instead of train No. 4 via Phoenix and Douglas.	Los Angeles, Calif.	El Paso, Tex.	73	-
27	March 20	43 5	Mexico City-Los Angeles standard BARRIE adversely in No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.	43	-
28	March 20	44 6	San Diego-El Paso coach T&M-844 routed in train No. 6 via Gila and Lordsburg instead of train No. 44 via Phoenix and Douglas.	Tuma, Arizona.	El Paso, Tex.	73	-
30	March 13	5 43	El Paso-Los Angeles coach SP-2020 routed in train No. 43 via Gila instead of train No. 5 via Phoenix.	Tucson, Ariz.	Los Angeles, Calif.	43	-
32	March 18	43 5	El Paso-Los Angeles coach T&M-886 routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
33	March 21	43 5	F&M-454, vegetables, routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-

SECTION 13-B (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	CHARACTER OF INTERFERENCE (d)	FROM (e)	TO (f)	INTRASTATE CAR MILES SAVED (g)	INTERSTATE CAR MILES SAVED (h)
34	March 22	43 5	El Paso-Los Angeles coach TAND-813 routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
35	March 23	43 5	El Paso-Los Angeles coach TAND-401 routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
36	March 24	44	San Diego-El Paso coach cancelled.	Tuma, Arizona.	Los Angeles, Calif.	448	167
37	March 24	43 5	El Paso-Los Angeles coach, TAND-402 routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
39	March 28	43 5	El Paso-Los Angeles coach TAND-403 routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
40	March 29	43 5	El Paso-Los Angeles coach TAND-401 routed from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
42	April 3	6 4	Deadhead tourist SAN JUAN from train No. 4 via Phoenix to train No. 6 via Gila.	Tuma, Arizona.	Tucson, Arizona.	43	-
44	April 6	5 43	Deadhead standard GLEN MAWR from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
45	April 7	5 43	Deadhead horse car SP-7238 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
52	April 16	5 43	Extra baggage car TAP-1126 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
53	April 30	5 43	Car SAN JOSE from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
56	May 14	5 43	Car 385-1522, express, from train No. 5 via Douglas and Phoenix to train No. 43 via Lordsburg and Gila.	El Paso, Tex.	Los Angeles, Calif.	73	-
57	May 17	6 44	Los Angeles-Tucson coach SP-2434 from train No. 44 via Phoenix to train No. 6 via Gila.	Los Angeles, Calif.	Tucson, Arizona.	43	-
59	May 23	43 5	Deadhead standard GLEN TARMAN from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
60	May 23	6 44	3 cars horses from train No. 44 via Phoenix and Douglas to train No. 6 via Gila and Lordsburg.	Tuma, Arizona.	El Paso, Texas.	229	-
63	June 2	5 43	Mexico City-Los Angeles standard HERCULES from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
65	June 5	2 6	Deadhead standards McLAUGHLIN and SAN PEDRO from train No. 2 via Phoenix to train No. 6 via Gila.	Tuma, Arizona.	Tucson, Arizona.	86	-
67	June 7	5 43	Mexico City-Los Angeles standard LERO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
68	June 9	5 43	Mexico City-Los Angeles standard ARISTOTLE and two coaches SP-2431 and TAND-401 from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	129	-
69	June 11	5 43	Assigned coach TAND-404 and extra coach SP-1957 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	86	-
72	June 12	5 43	Standard L-1 from train No. 5 via Douglas and Phoenix to train No. 43 via Lordsburg and Gila.	El Paso, Tex.	Los Angeles, Calif.	73	-
		5 43	Mexico City-Los Angeles standard HERCULES and Memphis Los Angeles standard McRAE from train 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	86	-
75	June 14	2 6	Deadhead tourist No. 2076 from train 2 via Phoenix to train No. 6 via Gila.	Tuma, Arizona.	El Paso, Texas.	43	-
77	June 16	5 43	Mexico City-Los Angeles standard HYPERFINE and extra tourist No. 2076 from train 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	86	-

SECTION 13-2 (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	CHARACTER OF INCIDENT (d)	FROM (e)	TO (f)	INTERSTATE CAR MILES (g)	INTERSTATE CAR MILES (h)
80	June 21	3 3 MADISON	El Paso-Los Angeles coach cancelled. 5 cars in E-4300-W via Gila from No. 3 via Phoenix.	El Paso, Tex Tucson, Ariz.	Tucson, Ariz. Yuma, Arizona.	167 215	173 -
81	June 25	5 43	2 assigned standards HENRI and VAN WERT from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	86	-
82	June 26	3 43	Deadhead diner SP-10153 from train No. 3 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
84	June 30	5 43	2 assigned standards ATROL SPRINGS and HEROSUS and 1 assigned tourist No. 4008 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	129	-
86	July 4	5 43	Extra tourist No. 4258 from train 5 via Phoenix to train 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
88	July 7	5 43	Mexico City-Los Angeles standard VAN WERT and extra coach SP-2534 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	86	-
89	July 8	5 43	Deadhead diner 10042 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
90	July 12	3 43	Mexico City-Los Angeles standard ATROL SPRINGS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.	43	-
91	July 12	2-6 44	4 cars from train No. 44 via Douglas to train 2nd 6 via Lordsburg.	Tucson, Ariz.	El Paso, Texas.	120	-
92	July 13	4 2-6	2 deadhead Pullmans from train 4 via Douglas to train 2nd 6 via Lordsburg.	Tucson, Ariz.	El Paso, Texas.	60	-
94	July 16	5 43	Extra tourist No. 2146 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
96	July 16	5 43	Mexico City-Los Angeles standard HEROSUS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
95	July 17	5 43	Deadhead prison car No. 2707 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
97	July 21	5 43	Mexico City-Los Angeles standard HYPERPIEDS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.	43	-
100	Aug. 1	2 6	Deadhead car 2704 from train No. 2 via Phoenix to train No. 6 via Gila.	Yuma, Arizona.	Tucson, Arizona.	43	-
103	Aug. 4	5 43	Mexico City-Los Angeles standard STRAND and one assigned tourist No. 4253 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Yuma, Arizona.	86	-
108	Aug. 13	5 43	Mexico City-Los Angeles standard HENRI from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
109	Aug. 13	6 44	Deadhead lounge car SP-2912 from train No. 44 via Phoenix and Douglas to train No. 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.	73	-
110	Aug. 13	5 43	Tourist car No. 2146 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
114	Aug. 25	3 6	Deadhead tourist No. 4258 from train No. 2 via Phoenix to train No. 6 via Gila.	Yuma, Arizona.	Tucson, Arizona.	43	-
115	Aug. 27	1 X3122K	6 cars from train No. 1 via Phoenix to train Extra 3122 West via Gila.	Tucson, Arizona.	Yuma, Arizona.	258	-
116	Aug. 31	44 44 6	San Diego-Phoenix coach cancelled. Car LAN-3720 from train No. 44 via Douglas to train No. 6 via Lordsburg.	Yuma, Arizona. Tucson, Arizona.	Phoenix, Arizona. El Paso, Texas.	174 30	- -

SECTION 13-B (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	CHARACTER OF INTERFERENCE (d)	FROM (e)	TO (f)	INTRASTATE CAR MILES SAVED (g)	INTERSTATE CAR MILES SAVED (h)
117	Sept. 1	6	Deadhead tourist No. 4006 from train No. 2 via Phoenix to train No. 6 via Gila.	Yuma, Arizona.	Tucson, Ariz.	43	-
118	Sept. 2	5 43	Assigned tourist No. 4147 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
127	Sept. 20	5 43	Mexico City-Los Ang. standard CRATUNES from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
129	Sept. 29	5 43	PPH-172 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
130	Oct. 5	4 6	HP-3386 from train 4 via Phoenix to train 6 via Gila.	Yuma, Arizona.	Tucson, Arizona.	43	-
132	Oct. 20	5 43	One deadhead standard GLEN CANYON from train 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
133	Oct. 21	4 6	HP-3349 from train 4 via Phoenix and Douglas to train 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.	73	-
134	Oct. 22	5 43	Standard ATHOL SPRINGS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
135	Oct. 29	44	Los Angeles-Tucson coach SP-1978 cancelled	Phoenix, Arizona.	Tucson, Arizona.	121	-
		4 6	ATAMP-6002 from train No. 4 via Phoenix to train No. 6 via Gila.	Yuma, Arizona.	Tucson, Arizona.	43	-
136	Nov. 1	3	Phoenix-San Diego coach cancelled.	Phoenix, Ariz.	Yuma, Arizona.	174	-
137	Nov. 3	5 43	Mexico City-Los Angeles standard EXHO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
138	Nov. 6	2 6	Two deadhead standards GLEN FEE and GLEN ASHDALE, from train No. 2 via Phoenix to train No. 6 via Gila.	Yuma, Arizona.	Tucson, Arizona.	43	-
140	Nov. 11	5 43	Deadhead tourist No. 4185 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
141	Nov. 12	3 43	2 deadhead diners SP-10026 and SP-10138 from train No. 3 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
143	Nov. 22	5 43	SP-7244 express from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
145	Nov. 26	3 43	Deadhead car SP-6457 from train No. 3 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
146	Nov. 27	5 43	Coach TAND-400 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
147	Dec. 1	5 43	Coach TAND-402 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
148	Dec. 6	5 43	Mexico City-Los Angeles standard ATHOL SPRINGS and deadhead standard SIMONIDES from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	86	-
150	Dec. 13	5 43	Mexico City-Los Angeles standard EXHO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
153	Dec. 15	5 43	Mexico City-Los Angeles standard HYPERVIDES from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
155	Dec. 16	44 2	Tucson-Kansas City baggage-express car SP-6052 from train No. 44 via Douglas to train No. 2 via Lordsburg.	Tucson, Arizona.	El Paso, Texas.	30	-
156	Dec. 17	44 2-4 44 2-4	Deadhead standard GLEN FERRY from train No. 44 via Douglas to second No. 6 via Lordsburg. PPH 684 and PPH 701 from train 44 via Phoenix and Douglas to 2-4 via Gila and Lordsburg	Tucson, Arizona. Yuma, Arizona.	El Paso, Texas. El Paso, Texas.	30 146	-

118	Sept. 2	5 43	Assigned tourist No. 4147 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
127	Sept. 20	5 43	Mexico City-Los Angeles standard GRATUNIS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
129	Sept. 29	5 43	PFE-172 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
130	Oct. 5	4 6	MP-3386 from train 4 via Phoenix to train 6 via Gila.	Yuma, Arizona.	Tucson, Arizona.	43	-
132	Oct. 20	5 43	One deadhead standard GLEN CANYON from train 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
133	Oct. 21	4 6	MP-3349 from train 4 via Phoenix and Douglas to train 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.	73	-
134	Oct. 22	5 43	Standard ATHOL SPRINGS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
135	Oct. 29	44 4 6	Los Angeles-Tucson coach SP-1978 cancelled AT&SF-4002 from train No. 4 via Phoenix to train No. 6 via Gila.	Phoenix, Arizona. Yuma, Arizona.	Tucson, Arizona. Tucson, Arizona.	121 43	-
136	Nov. 1	3	Phoenix-San Diego coach cancelled.	Phoenix, Ariz.	Yuma, Arizona.	174	-
137	Nov. 3	5 43	Mexico City-Los Angeles standard IENO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Ariz.	Los Angeles, Calif.	43	-
138	Nov. 6	2 6	Two deadhead standards GLEN FEE and GLEN ASHDALL, from train No. 2 via Phoenix to train No. 6 via Gila.	Yuma, Arizona.	Tucson, Arizona.	43	-
140	Nov. 11	5 43	Deadhead tourist No. 4185 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
141	Nov. 12	3 43	2 deadhead diners SP-10026 and SP-10138 from train No. 3 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
143	Nov. 22	5 43	SP-7244 express from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
145	Nov. 26	3 43	Deadhead car SP-6457 from train No. 3 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
146	Nov. 27	5 43	Coach T&MO-400 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
147	Dec. 1	5 43	Coach T&MO-402 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
148	Dec. 6	5 43	Mexico City-Los Angeles standard ATHOL SPRINGS and deadhead standard SIMONIDES from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	86	-
150	Dec. 13	5 43	Mexico City-Los Angeles standard IENO from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
153	Dec. 15	5 43	Mexico City-Los Angeles standard HYPERIDES from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
155	Dec. 16	44 2	Tucson-Kansas City baggage-express car SP-6052 from train No. 44 via Douglas to train No. 2 via Lordsburg.	Tucson, Arizona.	El Paso, Texas.	30	-
156	Dec. 17	44 2-4	Deadhead standard GLEN FERRY from train No. 44 via Douglas to second No. 6 via Lordsburg.	Tucson, Arizona.	El Paso, Texas.	30	-
		44 2-4	PFE 684 and PFE 701 from train 44 via Phoenix and Douglas to 2-4 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.	146	-
161	Dec. 18	2	Deadhead tourist 4037 from train No. 2 via Phoenix to second No. 6 via Gila.	Yuma, Arizona.	El Paso, Texas.	43	-
	Dec. 18	4 2-4	Deadhead tourist 4262 from train No. 4 via Phoenix and Douglas to second No. 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.	73	-

Sheet 32 of 33 sheets

SECTION 13-B (Continued)

ITEM NO. (a)	DATE (b)	TRAIN NUMBER (c)	CHARACTER OF INTERFERENCE (d)	FROM (e)	TO (f)	INTRASTATE CAR MILES SAVED (g)	INTERSTATE CAR MILES SAVED (h)
163	Dec. 19	2 2-6	Deadhead tourists 4187 and 4238 from train No. 2 via Phoenix to train second No. 6 via Gila.	Yuma, Arizona.	El Paso, Texas.	86	-
		44 2-6	REX-154 and 291 from train No. 44 via Phoenix and Douglas to train second No. 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.	146	-
165	Dec. 20	44 2-6	WFB-134 and deadhead tourist 4237 from train No. 44 via Phoenix and Douglas to second No. 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.	146	-
167	Dec. 21	2 1-6	1 and standard GLEN TILT from train No. 2 via Phoenix to train second No. 6 via Gila.	Yuma, Arizona.	El Paso, Texas.	73	-
		44 1-6	REX-403, RI-4106 and deadhead tourist 4127 from train No. 44 via Phoenix and Douglas to second No. 6 via Gila and Lordsburg.	Yuma, Arizona.	El Paso, Texas.	219	-
169	Dec. 24	1-5 43	T&MD-114 from train 1st No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
171	Dec. 29	5 43	Mexico City - Los Angeles standard INYCUS from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Yuma, Arizona.	43	-
		5 43	Deadhead baggage SP-6032 from train No. 5 via Phoenix to train No. 43 via Gila.	Tucson, Arizona.	Los Angeles, Calif.	43	-
TOTALS 95 ITEMS						8,732	507
148 TRAINS						TOTAL 9,239	

SECTION 14

UNNECESSARY INTERFERENCE (NOT OTHERWISE CLASSIFIED) CAUSED BY
OTHER VIOLATION OF ARIZONA 14 CAR LIMIT

ITEM NUMBER (a)	DATE (b)	TRAIN NUMBER (c)	CHARACTER OF INTERFERENCE (d)
38	3-26	OOO Spl.	OOO Spl., Main 1108, consist called for 15 cars Los Angeles to El Paso, necessary deadhead tourist car CHENYVALE, Los Angeles to Lordsburg, in train 2, in advance of OOO Special, passengers in OOO Special rearranged in 14 remaining cars at Los Angeles and reclassified to space in tourist car CHENYVALE at Lordsburg where this car was placed in OOO Special.
60	5-23	44	Train No. 4 delayed El Paso 25 minutes follow train No. 44 account train No. 44 delayed El Paso to pick up three Tucuman routed cars from train No. 6
122	9-7	43	Held out of station at Yuma 43 minutes account trains No. 44 and 4 switching
124	9-16	43 1	Tourist car, 2023, with fifteen interstate passengers, Chicago to Los Angeles, transferred from train No. 43 to Train No. 1 at El Paso, train No. 43 arriving Los Angeles 1:15 PM September 11th, train No. 1 arriving Los Angeles 5:00 PM September 11th. Each passenger arrived Los Angeles three hours forty-five minutes late based on train No. 43's arrival at Los Angeles.
125	9-16	TH-228	TH-228 arrived El Paso from Tucuman with 15 cars destined Los Angeles. Account car limit lounge car HI-1504 cut out of this train and deadheaded El Paso to Yuma where it was placed in TH-228. TH-228 had 14 cars El Paso to Yuma, and 15 cars Yuma to Los Angeles.
133	10-21	44 4	Account car limit Phoenix to Tucson, OOO party of 4 cars split. Train No. 44 picked up ATAMP-1653 baggage and coaches SP-1572 and SP-1670. Train No. 4 picked up baggage car ATAMP-1794.

3148

5617

Defendant's Exhibit No. 200
Jan. 23, 1941

(Witness Herbert)

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

GRADE CROSSINGS WITHIN THE STATE OF ARIZONA
AS REPORTED TO CORPORATION COMMISSION OF THE STATE OF ARIZONA
YEAR ENDED DECEMBER 31, 1939 BY SOUTHERN PACIFIC COMPANY, AND
NUMBER AT END OF YEARS 1930 TO 1938, INCLUSIVE

LINE NO.	KIND OF PROTECTION	NUMBER AT BEGINNING YEAR 1939	NO. ADDED DURING YEAR 1939	NO. ELIMINATED DURING 1939	NUMBER AT END OF YEAR 1939	NUMBER AT END OF YEAR								
						1938	1937	1936	1935	1934	1933	1932	1931	1930
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
1	Gates, with or without other protection, operated 24 hours per day	-	-	-	-	-	-	-	-	1	1	1	1	1
2	Gates, with or without other protection, operated less than 24 hours per day	-	-	-	-	-	-	-	-	1	1	1	1	1
3	Watchman, alone or with protection other than gates, on duty 24 hours per day	-	-	-	-	-	-	-	-	-	-	3	3	3
4	Watchman, alone or with protection other than gates, on duty less than 24 hours per day	1	-	-	1	1	3	1	1	1	1	3	3	3
5	Both audible and visible signals, without other protection	36	-	1	35	36	32	30	30	30	30	30	30	27
6	Audible signals only	1	-	-	1	1	1	1	2	2	2	4	4	4
7	Visible signals only	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Special fixed signs or barriers, with or without standard fixed signs	21	-	-	21	21	21	23	23	24	24	24	26	22
9	Standard fixed signs only	595	-	1	594	595	595	601	605	617	620	663	668	675
10	Otherwise unprotected	2	-	-	2	2	2	-	-	-	-	-	-	-
11	TOTAL	656	-	2	654	656	654	656	661	676	679	729	736	736

Defendant's Exhibit No. 201 (Witness H.P. Herbert)
Jan. 23, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

GRADE CROSSINGS WITHIN THE STATE OF NEVADA

AS REPORTED TO THE PUBLIC SERVICE COMMISSION OF THE STATE OF NEVADA
YEAR ENDED DECEMBER 31, 1939 BY SOUTHERN PACIFIC COMPANY, AND
NUMBER AT END OF YEARS 1930 TO 1938, INCLUSIVE

LINE NO.	KIND OF PROTECTION	NUMBER AT BEGINNING YEAR 1939	NO. ADDED DURING YEAR 1939	NO. ELIMINATED DURING 1939	NUMBER AT END OF YEAR 1939	NUMBER AT END OF YEAR								
						1938	1937	1936	1935	1934	1933	1932	1931	1930
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
1	Gates, with or without other protection, operated 24 hours per day	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Gates, with or without other protection, operated less than 24 hours per day	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Watchman, alone or with protection other than gates, on duty 24 hours per day	4	-	-	4	4	4	4	4	4	4	4	4	3
4	Watchman, alone or with protection other than gates, on duty less than 24 hours per day	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Both audible and visible signals, without other protection	11	9	-	20	11	11	11	12	12	11	11	11	11
6	Audible signals only	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Visible signals only	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Special fixed signs or barriers, with or without standard fixed signs	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Standard fixed signs only	197	-	18	179	197	197	197	197	197	208	215	213	214
10	Otherwise unprotected	-	8	-	8	-	-	-	-	-	-	-	-	-
11	TOTAL	212	17	18	211	212	212	212	213	213	223	230	228	228

Defendant's Exhibit No. 202 (Witness Herbert)
Jan. 23, 1941

NORTHERN PACIFIC COMPANY
(Pacific Lines)

YUMA, ARIZONA TO EL PASO, TEXAS
IMMEDIATE INCIDENT IN SILENT INVESTIGATION
INCIDENT TO LONG TRAIN OPERATION

LINE NO. (a)	LOCATION (b)	MILE POST LOCATION (c)	PRESENT LENGTH (Feet) (d)	PRESENT LENGTH (Cords) (e)	PROPOSED LENGTH (Feet) (f)	PROPOSED LENGTH (Cords) (g)	LENGTH OF REINFORCEMENT (h)		MOVING POLE AND PIPE LINES AND OTHER STRUCT. (i)	GRADING (j)	TRACK (k)	BRIDGES (l)	SIGNALS (m)	TOTAL COST (n)	COST PER TRACK FOOT (o)
							(Feet) (h)	(Cords) (g)							
1	Yarn (Hard)	732.7	-	-	6,530	125	6,530	-	-	-	-	-	-	-	-
2	Portman	743.9	3,800	72	6,530	125	6,730	West	200	1,000	618,000	-	6,000	825,000	63.83
3	Wallton	770.0	3,488	72	6,530	125	7,633	West	-	600	4,425	112	4,825	13,770	4.90
4	Coal	780.1	3,800	73	6,530	125	2,842	West	-	1,200	8,334	-	1,000	10,534	3.71
5	Punkrute	788.4	3,899	69	6,530	125	2,730	West	-	280	4,961	1,600	2,225	11,866	4.05
6	Salank	792.4	4,439	88	6,530	125	2,831	West	-	300	7,308	1,500	4,075	13,083	4.62
7	Stoval	805.5	3,687	67	6,530	125	2,071	West	-	430	5,353	112	1,875	7,790	3.76
8	Artee	811.9	3,588	67	6,530	125	3,043	West	-	230	7,723	1,500	3,500	12,955	4.25
9	Love	822.0	3,588	67	6,530	125	3,008	West	-	875	7,625	4,000	1,975	14,675	4.62
10	Switinal	828.1	4,052	72	6,530	125	2,782	West	-	441	8,248	3,000	5,347	17,036	6.12
11	Piodon	839.9	3,514	67	6,530	125	2,977	West	-	600	7,519	2,160	5,430	15,725	5.32
12	Gila (Hard)	855.7	11,280 (4,511)	229 88	16,927 6,530	351 125	5,637 2,029	3- W 1- E	25	775 3,140	8,334 20,352	520 708	3,650 6,700	12,976 31,125	4.27 4.07
13	Bogor	865.1	3,946	77	6,530	125	2,584	West	-	260	6,605	-	2,325	9,190	3.36
14	Botreila	874.6	3,914	73	6,530	125	2,616	West	-	280	7,355	-	4,800	12,435	4.75
15	Reid	888.4	3,481	67	6,530	125	3,039	West	-	300	7,777	-	1,800	9,877	3.25
16	Sum	907.7	3,899	72	6,530	125	2,671	West	-	240	6,879	4,350	1,875	13,344	5.00
17	Ocas Grande	918.8	4,438	94	6,530	125	1,692	West	-	100	4,490	2,300	1,875	8,665	5.12
18	Yaltes	928.4	3,519	68	6,530	125	3,011	West	-	450	7,647	3,300	1,875	13,172	4.97
19	Pionabo (Art-Opt Track) (Siding)	937.5	1,370 (5,073)	20 102	1,696 6,530	22 125	326 1,457	East (East)	300	425	6,283	1,400	2,300	10,608	5.95
20	Hyndia	944.2	4,783	94	6,530	125	1,747	West	-	300	4,363	1,300	4,800	10,963	6.38
21	Red Rock	951.4	3,550	69	6,432	125	2,901	West	-	790	7,378	3,800	6,950	20,998	7.09
22	Verahim	958.4	3,502	67	6,530	125	3,028	West	-	430	7,468	4,350	2,300	14,758	4.97
23	Tuamam Yard (Ice Track Road)	983.9	3,800	80	5,130	112	1,330	West	180	900	8,230	-	2,000	10,860	8.17
24	Wall	1009.7	3,969	76	6,530	125	2,561	East	-	1,645	6,549	20	40	8,254	3.32
25	Portman	1012.6	4,314	84	6,019	114	1,705	West	-	2,700	4,460	216	2,300	9,676	5.68
26	Stoval	1023.6	4,722	94	3,522	100	628	West	-	590	1,906	-	3,300	5,796	9.05
27	Curve	1028.5	4,500	87	6,530	125	2,030	West	50	560	3,253	1,340	4,800	12,003	5.91
28	Sibyl	1041.0	4,048	78	5,380	100	1,132	East	-	390	4,322	82	4,825	9,621	7.22
29	Oshan	1047.3	3,530	66	5,380	100	1,930	East	-	2,310	4,814	936	2,300	10,380	5.61
30	Dragoon	1053.9	3,782	68	6,530	125	2,758	West	-	730	8,241	20	3,325	12,336	4.30
31	Ooshike	1063.9	4,767	94	6,530	125	1,763	East	-	490	4,602	20	4,025	9,097	5.16
32	William	1074.7	3,706	70	6,530	125	2,824	West	-	900	7,390	1,330	3,825	13,065	4.63
33	Ross	1082.6	5,362	105	6,530	125	1,168	West	-	980	3,190	4,400	3,400	11,930	10.21
34	Lawson	1091.0	3,479	66	6,230	125	2,771	West	-	2,400	7,061	3,200	3,890	16,511	5.96
35	Gila	1106.0	3,582	66	6,530	125	3,028	West	50	720	7,468	4,000	3,825	16,283	5.38
36	San Mann	1114.2	3,895	66	6,530	125	3,025	West	-	780	7,705	2,330	3,890	14,685	4.84
37	Vener	1121.8	4,006	77	6,530	125	2,525	East	-	1,300	7,131	1,800	7,525	17,996	7.11
38	Shaine	1128.9	3,895	74	6,530	125	2,875	West	-	1,030	7,499	5,316	2,900	16,765	6.27
39	Conrad	1136.5	3,483	65	6,530	125	3,047	West	-	1,790	7,735	2,400	3,825	15,710	5.16
40	Lawdberg Yard	1148.3	3,422 (3,795)	74 73	6,530	125	2,478 2,735	West (East)	1,000	785	17,711	3,842	4,000	27,338	5.05
41	Lidton	1159.0	3,515	66	6,530	125	3,015	West	-	600	7,697	-	4,300	12,497	4.13
42	Super	1166.0	5,436	107	6,530	125	1,114	West	-	240	3,018	-	4,875	8,133	7.30
43	Wiles	1179.6	3,700	70	6,530	125	2,430	East	-	225	7,877	80	4,875	13,777	4.97
44	Wagonia	1193.2	5,096	100	6,530	125	1,474	East	-	400	3,897	112	1,875	6,284	4.26
45	Alvin	1209.6	5,436	108	6,530	125	1,114	West	-	100	3,018	-	4,875	7,993	7.18
46	Chappel	1243.0	5,379	107	6,530	125	1,151	West	-	120	3,108	96	1,830	5,174	4.30
47	A'Poon	1259.4	5,400	107	6,530	125	1,130	East	-	150	3,097	-	1,850	5,077	4.48
48	Lamar	1269.5	5,411	107	6,530	125	1,110	West	-	200	3,030	-	1,800	4,980	4.45
49	TOTAL						122,848			1,675	34,251	336,030	70,094	340,000	630,000

LINE NO.	LOCATION	RAIL POST LOCATION (Feet)	PERMITS (Feet)	PERMITS (Days)	PERFORMED (Feet)	PERFORMED (Days)	REMARKS	AND PIPE LINE AND OTHER STRUCT.	GRADING	TRACK	REINFORCE	SIGNALS	TOTAL COST	COST PER TRACK FOOT
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1	Yuma (Yard)	732.7	-	-	6,530	125	6,530	-	1,000	\$28,000	-	6,000	\$25,000	\$3.83
2	Portman	743.7	3,800	72	6,530	125	2,730	-	400	7,433	112	4,825	13,570	4.90
3	Shiloh	770.0	3,680	72	6,530	125	2,812	-	1,200	8,334	-	1,800	20,534	3.71
4	Geal	780.1	3,800	73	6,530	125	2,730	-	280	6,961	1,400	2,325	11,066	4.05
5	Peckham	788.6	3,499	69	6,530	125	2,831	-	300	7,308	1,900	4,075	13,083	4.62
6	Hubert	792.6	4,479	69	6,530	125	2,071	-	490	5,353	112	1,875	7,790	3.76
7	Stevens	808.5	3,487	67	6,530	125	3,043	-	230	7,725	1,900	3,900	12,825	4.35
8	Arden	821.9	3,528	67	6,530	125	3,022	-	875	7,625	4,000	1,975	14,475	4.82
9	Low	822.0	3,748	72	6,530	125	2,782	-	441	8,248	3,000	5,347	17,036	6.12
10	Eastman	826.1	4,032	70	6,530	125	2,977	-	600	7,515	2,160	5,450	15,725	5.32
11	Pleasant	839.9	3,514	67	6,530	125	3,016	-	375	8,331	520	3,450	12,876	4.37
12	Gila (Road)	855.7	3,530	68	6,530	125	2,039	25	3,140	20,552	908	6,700	31,125	4.67
13	Boysen	865.1	3,946	77	6,530	125	2,384	-	250	6,605	-	2,325	9,290	3.96
14	Marshall	871.6	3,914	73	6,530	125	2,616	-	280	7,355	-	4,800	12,435	4.75
15	Reid	888.4	3,881	67	6,530	125	3,029	-	300	7,777	-	1,800	9,877	3.25
16	San	907.7	3,859	72	6,530	125	2,671	-	240	6,879	4,350	3,875	13,344	5.00
17	Case Grande	918.8	4,838	94	6,530	125	1,482	-	100	4,490	2,200	1,875	8,465	5.12
18	Tolton	928.4	3,529	68	6,530	125	3,011	-	450	7,647	3,200	1,875	13,172	4.37
19	Pleasant (Set-Out Trunk) (Mile)	937.5	3,572	102	6,530	125	1,457	200	425	6,283	1,400	2,300	20,408	5.95
20	Spauld	944.2	4,783	94	6,530	125	1,747	-	300	4,563	1,300	4,800	10,963	6.28
21	Red Rock	951.4	3,530	69	6,530	125	2,901	-	750	7,778	5,800	4,925	28,598	7.99
22	Marion	958.4	3,502	67	6,530	125	3,028	-	420	7,488	4,350	2,300	14,798	4.87
23	Tucson Yard (See Trunk Lead)	983.9	3,800	80	6,530	112	1,330	150	500	8,210	-	2,000	20,860	8.17
24	Vail	1009.7	3,969	76	6,530	125	2,561	-	1,615	6,549	20	40	8,254	3.32
25	Portman	1012.6	4,314	84	6,530	114	1,705	-	2,700	4,460	224	2,300	9,676	5.68
26	Harrell	1023.6	4,722	94	6,530	100	698	-	530	1,906	-	3,300	5,926	9.05
27	Curse	1028.5	4,500	87	6,530	125	2,030	50	360	5,253	1,340	4,800	12,003	5.91
28	Stacy	1041.0	4,048	78	6,530	100	1,332	-	390	4,322	84	4,825	9,421	7.32
29	Oakes	1047.3	3,530	66	6,530	100	1,630	-	2,310	4,814	936	2,300	10,380	5.61
30	Dragoon	1053.9	3,992	68	6,530	125	2,538	-	730	8,841	20	3,325	12,336	4.20
31	Oakdale	1063.9	4,767	94	6,530	125	1,963	-	430	4,602	80	4,025	9,097	5.16
32	Willcox	1074.7	3,706	70	6,530	125	2,824	-	500	7,190	1,520	3,825	13,065	4.63
33	San	1082.4	5,362	105	6,530	125	1,268	-	980	3,150	4,400	3,400	11,930	10.21
34	Imperial	1091.0	3,479	66	6,530	125	2,771	-	2,400	7,061	3,800	3,800	14,511	5.96
35	Gila	1106.0	3,902	66	6,530	125	3,028	50	720	7,488	4,000	3,825	16,283	5.38
36	San Marcos	1114.2	3,495	66	6,530	125	3,025	-	780	7,705	2,350	3,800	14,485	4.84
37	Vander	1121.8	4,026	77	6,530	125	2,525	-	1,300	7,131	1,800	7,325	17,926	7.11
38	Shiloh	1128.9	3,855	74	6,530	125	2,675	-	1,030	7,499	5,316	2,900	16,765	6.37
39	Corral	1136.5	3,480	65	6,530	125	3,047	-	1,730	7,735	2,480	3,825	15,730	5.16
40	Locksburg Yard	1148.3	3,852	74	6,530	125	2,478	1,000	785	17,711	3,842	4,000	27,338	5.05
41	Isabel	1159.0	3,515	66	6,530	125	3,015	-	600	7,697	-	4,800	12,497	4.13
42	Super	1168.0	5,416	107	6,530	125	1,114	-	240	3,018	-	4,875	8,133	7.30
43	Wilson	1179.6	3,700	70	6,530	125	2,400	-	225	7,877	800	4,875	13,777	4.87
44	Imperial	1193.2	3,026	100	6,530	125	1,674	-	400	3,897	112	1,875	6,284	4.26
45	Albia	1209.6	5,416	108	6,530	125	1,114	-	100	3,018	-	4,875	9,993	7.18
46	Chappel	1243.0	5,379	107	6,530	125	1,351	-	120	3,308	94	1,800	5,194	4.30
47	Arden	1259.4	5,460	107	6,530	125	1,130	-	130	3,077	-	1,800	5,077	4.48
48	Imperial	1269.5	5,411	107	6,530	125	1,130	-	100	3,030	-	1,800	4,680	4.45
49	TOTAL						122,868		1,675	35,251	336,039	70,036	187,887	620,886
50	Super (Phoenix Idea)	971.4	3,480	72	6,530	125	2,811	-	740	7,232	2,440	2,325	12,737	4.48
51	TOTAL INCLUDING PHOENIX IDEA						125,703		1,675	35,991	343,271	72,436	170,212	625,623
52	CONTINUING FROM PAGE 105													
53	GRAND TOTAL												625,623	5.46

[fol. 5621] DEFENDANTS EXHIBIT No. 204 (Witness Browning) Jan. 23, 1941

Chronological History of Freight Car Interchange Rule Requirements to which Cars Must Conform to Render Them Acceptable in Interchange, from September 1, 1911 to January 1, 1941 with Respect to Following Items:

Air Brakes
Axles
Brake Beams
Brake Beam Hangers
Couplers
Draft Gears
Trucks
Underframes
Wheels

[fol. 5622] Air Brakes

Rule effective September 1, 1911 (See Code revised 1911, page 26):

Delivering Company Responsible

"Rule 53. All freight cars offered in interchange must be equipped with air brakes.

"After September 1, 1912, all freight cars offered in interchange must be equipped with M. C. B. Standard 1 $\frac{1}{4}$ -inch train line, angle cocks and quick action triple valve.

"After September 1, 1912, all freight cars offered in interchange not equipped with pressure retaining valves."

Rule amended effective September 1, 1912, to read (See Code revised 1912, page 35):

Delivering Company Responsible

"Rule 53. All freight cars offered in interchange must be equipped with air brakes, angle cocks, quick action triple valves, M. C. B. Standard 1 $\frac{1}{4}$ -inch train line and pressure retaining valves."

Rule amended effective October 1, 1913, to read (See Code revised 1913, page 29):

Delivering Company Responsible

"Rule 53. All freight cars offered in interchange must be equipped with air brakes having 1¼-inch air brake pipe and angle cocks; also quick action triple valve, pressure retaining valve and an efficient hand brake."

Rule 53 relocated as Section (a) of Rule 3, effective October 1, 1914 and amended to read (See Code revised 1914, page 5):

"Rule 3 (a). Cars will not be accepted in interchange unless equipped with air brakes having 1¼-inch air brake pipe and angle cocks; also quick-action triple valve, pressure retaining valve and an efficient hand brake."

Rule amended effective October 1, 1917, to read (See [fol. 5623] Code revised 1917, page 12):

"Rule 3. (a) Cars will not be accepted in interchange unless equipped with air brakes having 1¼ inch air-brake pipe and angle cocks; also quick-action triple valve, pressure-retaining valve and an efficient hand brake."

"Cars built after January 1, 1919, must be equipped with M. C. B. standard triple valves."

Rule amended effective November 1, 1919, to read (See Code revised 1919, page 11):

"Rule 3 (a) Cars will not be accepted in interchange unless equipped with air brakes having 1¼ inch air-brake pipe and angle cocks; also quick-action triple valve, pressure-retaining valve and an efficient hand brake."

"Cars built after January 1, 1919, must be equipped with A. R. A. standard triple valves."

Rule amended effective January 1, 1925, to read (See Code revised 1924, page 18):

"Rule 3. (a) Cars will not be accepted in interchange unless equipped with air brakes having 1¼-inch air-

brake pipe and angle cocks; also quick-action triple valve, pressure-retaining valve and an efficient hand brake.

"Cars built after January 1, 1919, must be equipped with A. R. A. Standard triple valves.

"Cars built new or rebuilt after March 1, 1924, shall have the hand brake arrangement with respect to braking power in accordance with the standard adopted in 1924."

Rule entirely rearranged for better reference effective January 1, 1927, to read (See Code revised 1926, pages 19 and 21):

"Rule 3. Cars not conforming to the following re-[fol. 5624] quirements will not be accepted in interchange, or from car owners, as specified:

"(a) (1). Air brakes, including quick action triple valves, pressure retaining valve, $1\frac{1}{4}$ inch air brake pipe and angle cocks, required on all cars. In interchange.

"(a) (2). A. R. A. Standard triple valves required on all cars built on or after January 1, 1919. In interchange.

"(h). Hand brake arrangement must be efficient on all cars. On all cars built new or rebuilt after March 1, 1925, the braking power shall conform to the standard adopted in 1924. In interchange."

Paragraph (a) (2) amended effective July 1, 1928, to read (See Supplement No. 1 to Code revised 1927, page 4):

"(a) (2). A. R. A. Standard triple valves required on all cars built new on or after January 1, 1919, and on all cars rebuilt on or after July 1, 1928. In interchange."

Rule amended effective January 1, 1929, to read (See Code revised 1928, pages 15 and 16):

"Rule 3. Cars not conforming to the following requirements will not be accepted in interchange, or from car owners, as specified:

"(a) (1). Air brakes, including quick action triple valve, pressure retaining valve, $1\frac{1}{4}$ inch air brake pipe

and angle cocks, required on all cars. In interchange.

"(a) (2). Air brakes, including centrifugal dirt collector, in addition to above details, required on all cars built new or rebuilt on and after June 1, 1929. From owners.

"(a) (3). A. R. A. Standard triple valves required on all cars built new on or after January 1, 1919, and on all cars rebuilt on or after July 1, 1928. In interchange.

"(h). Hand brake arrangement must be efficient on [fol. 5625] all cars. On all cars built new or rebuilt after March 1, 1925, the braking power shall conform to the standard adopted in 1924. In interchange."

Effective date of requirement contained in Paragraph (a) (2) was extended from June 1, 1929, to August 1, 1929, and extension announced in Supplement No. 1 to Code revised 1928, page 3.

Rule amended effective January 1, 1933, to read (See Code revised 1932, pages 15 and 17):

"Rule 3. Cars not conforming to the following requirements will not be accepted in interchange, or from car owners, as specified:

"(a) (1) Air Brakes, including quick action triple valve, pressure retaining valve, 1¼ inch air brake pipe and angle cocks, required on all cars. In interchange.

"(a) (2) Air brakes, location of retaining valves in accordance with A. R. A. Standard, required on all cars built new or rebuilt on or after August 1, 1933.

"(a) (3) Air brakes, including centrifugal dirt collector, in addition to above details, required on all cars built new or rebuilt on or after August 1, 1929. From owners.

"(a) (4) A. R. A. Standard triple valves required on all cars built new on or after January 1, 1919, and on all cars rebuilt on or after July 1, 1928. In interchange.

"Note: Cars equipped with new experimental design of air brake equipment designated as 'AB,' and stenciled 'AB brake experimental' will be accepted in interchange on or after November 15, 1932."

"(h) Hand brake arrangement must be efficient on all cars. On all cars built new or rebuilt after March 1, 1925, the braking power shall conform to the standard adopted in 1924. In interchange."

[fol. 626] Rule amended effecting January 1, 1934, to read (See Code revised 1933, pages 15 and 18):

"Rule 3. Cars not conforming to the following requirements will not be accepted in interchange, or from car owners, as specified:

"(a) (1) Air brakes, including quick action triple valve, pressure retaining valve, $1\frac{1}{4}$ inch air brake pipe and angle cocks, required on all cars. In interchange.

"(a) (2) Air brakes, location of retaining valves in accordance with A. R. A. Standard, required on all cars built new or rebuilt on or after August 1, 1933.

"(a) (3) Air brakes, including centrifugal dirt collector, in addition to above details, required on all cars built new or rebuilt on or after August 1, 1929. From owners.

"(a) (4) Air brakes meeting requirements of A. R. A. Specifications for Air Brakes adopted in 1933, required on all cars built new on or after September 1, 1933. From Owners. Air brakes meeting requirements of A. R. A. Specifications for air brakes adopted in 1933, or A. R. A. standard triple valves required on all cars built new between January 1, 1919, and September 1, 1933, and on all cars rebuilt on or after July 1, 1928. In Interchange.

"NOTE: The design of air brake equipment designated as 'AB' meets all of the requirements of the A. R. A. Specifications for air brakes adopted in 1933. Cars built prior to September 1, 1933, and equipped with 'AB' brakes should be so stenciled; for cars built after September 1, 1933, the date built will govern.

"(h) (1) Hand brake arrangement must be efficient on all cars. On all cars built new or rebuilt after March 1, 1925, the braking power shall conform to the standard adopted in 1924. In Interchange.

"(h) (2) Hand brake connection between brake staff and rod, must be of chain, effective January 1, 1935. From owners.

[fol. 5627] Rule amended effective January 1, 1935 to read (See Code revised 1934, pages 15 and 18):

"Rule 3. No car of an untried type, whether built new, altered or changed, shall be offered or accepted in interchange, nor accepted from car owner, until its size, capacity and design shall have been approved by the Transportation and Mechanical Divisions of the Association of American Railroads.

"In addition to the foregoing, all cars must conform to the following requirements to render them acceptable in interchange, or from car owner, as specified:

"(a) (1) Air brakes, including quick action triple valve, pressure retaining valve, $1\frac{1}{4}$ inch air brake pipe and angle cocks, required on all cars. In interchanges.

"(a) (2) Air brakes, location of retaining valves in accordance with A. R. A. standard, required on all cars built new or rebuilt on or after August 1, 1933. From owners.

"(a) (3) Air brakes, including centrifugal dirt collector, in addition to above details, required on all cars built new or rebuilt on or after August 1, 1929. From owners.

"(a) (4) Air brakes meeting requirements of A. R. A. Specifications for Air Brakes adopted in 1933, required on all cars built new on or after September 1, 1933. From owners. Air brakes meeting requirements of A. R. A. Specifications for air brakes adopted in 1933 or A. R. A. standard triple valves, required on all cars built new between January 1, 1919, and September 1, 1933, and on all cars rebuilt on or after July 1, 1928. In interchange. On and after January 1, 1945, all freight cars in interchange service must be equipped with air brakes meeting the requirements of the A. R. A. Specification for Air Brakes adopted in 1933. Each car owner shall make a report quarterly to the Association of American Railroads showing by months the number of freight cars acquired and the number of freight cars on which brake equipment is converted, which information will be filed quarterly with the Interstate Commerce Commission and the Coordinator.

"NOTE: The design of air brake equipment designated as 'AB' meets all of the requirements of the A. R. A. Specifications for air brakes adopted in 1933. Cars built prior to September 1, 1933, and equipped with 'AB' brakes should be so stenciled; for cars built after September 1, 1933, the date built will govern.

"(h) (1) Hand brake arrangement must be efficient on all cars. On all cars built new or rebuilt after March 1, 1925, the braking power shall conform to the standard adopted in 1924. In interchange.

"(h) (2) Hand brake connection between brake staff and rod, must be of chain, effective January 1, 1936. From owners."

Rule amended effective August 1, 1935 by addition of new fifth paragraph, reading as follows (See Supplement No. 2 to Code revised 1934, page 3):

"(a) (5) Air brake triple valves on cars having annual air brake cleaning performed on or after January 1, 1935, as indicated by air brake stenciling, must be equipped with graduating springs (piece Nos. 18286 or QT 369). In interchange."

Section (h) of rule amended effective January 1, 1936, to read (See Code revised 1935, page 19):

"(h) (1) Hand brake arrangement must be efficient on all cars. On all cars built new or rebuilt after March 1, 1925, the braking power shall conform to the standard adopted in 1924. In interchange.

"(h) (2) Hand brake connection between brake staff [fol. 5629] and rod, must be of chain, effective January 1, 1936. From owners.

"(h) (3) Hand brakes, geared, applied to cars built new on or after March 1, 1936, must comply with the requirements of the A. A. R. Specification. All new installations of geared hand brakes made by car owner on or after March 1, 1936, must comply with the requirement of the A. A. R. Specification. From owners."

Section (h) of rule amended effective January 1, 1937, to read (See Code revised 1936, page 19):

"(h) (1) Hand brake arrangement must be efficient on all cars. On all cars built new or rebuilt after March 1, 1925, the braking power shall conform to the standard adopted in 1924. In interchange.

"(h) (2) Hand brake connection between brake staff and rod, must be of chain, effective January 1, 1936. From owners.

"(h) (3) Hand brakes, geared, complying with the requirements of the A. A. R. Specifications for Geared Hand Brakes, required on all cars built new on or after January 1, 1937. All new installations of geared hand brakes made by car owner on or after March 1, 1936, must comply with the requirements of the A. A. R. Specification. From owners."

Rule amended effective January 1, 1939, to read (See Code revised 1938, pages 15, 16 and 20):

"Rule 3. No car of an untried type, whether built new, altered or changed, shall be offered or accepted in interchange, nor accepted from car owner, until its size, capacity and design shall have been approved by the Transportation and Mechanical Divisions of the Association of American Railroads.

"In addition to the foregoing, all cars must conform to the following requirements to render them acceptable in interchange, or from car owner, as specified:

"Note—the terms "cars built new" and "cars re-[fol. 5630] built" as specified in the various requirements of this rule, are defined in Section E of Rule 112.

"(a) (1) Air brakes, including quick action triple valve, pressure retaining valve, 1¼ inch air brake pipe and angle cocks, required on all cars. In interchange.

"(a) (2) Air brakes, location of retaining valves in accordance with A. A. R. Standard, required on all cars built new or rebuilt on or after August 1, 1933. In interchange.

"Note—It is recommended that when cars built new or rebuilt prior to August 1, 1933, receive Class I general repairs, retaining valves be located in accordance with A. A. R. Standard.

"(a) (3) Air brakes, including centrifugal dirt collector, in addition to above details, required on all cars built new or rebuilt on or after August 1, 1929. In interchange.

"(a) (4) Air brakes meeting requirements of A. A. R. Specifications for Air Brakes adopted in 1933, required on all cars built new on or after September 1, 1933, and on all cars rebuilt on or after August 1, 1937. From owners. Air brakes meeting requirements of A. A. R. Specifications for air brakes adopted in 1933 or A. A. R. standard triple valves, required on all cars built new between January 1, 1919, and September 1, 1933, and, on all cars rebuilt between July 1, 1928, and August 1, 1937. In interchange. On and after January 1, 1945, all freight cars in interchange service must be equipped with air brakes meeting the requirements of the A. A. R. Specification for Air Brakes adopted in 1933. Each car owner shall make a report quarterly to the Association of American Railroads showing by months the number of freight cars acquired and the number of freight cars on which brake equipment is converted, which information will be filed quarterly [fol. 5631] with the Interstate Commerce Commission.

"Note—The design of air brake equipment designated as 'AB' meets all of the requirements of the A. A. R. Specifications for Air Brakes adopted in 1933. Cars built prior to September 1, 1933, and equipped with 'AB' brakes should be so stenciled; for cars built on or after September 1, 1933, and rebuilt on or after August 1, 1937, the date of rebuilt will govern.

● (h) (1) Hand brake arrangement must be efficient on all cars. On all cars built new or rebuilt between March 1, 1925 and January 1, 1937, the braking power shall conform to the standard adopted in 1924, or car equipped with geared hand brake complying with the requirements of the A. A. R. Specifications for Geared Hand Brakes. In interchange.

"(h) (2) Hand brake connection between brake staff and rod, must be of chain. From owners.

"(h) (3) Hand brakes, geared, complying with the requirements of the A. A. R. Specifications for Geared

Hand Brakes, required on all cars built new on or after January 1, 1937. All new installations of geared hand brakes made by car owner on or after March 1, 1936, must comply with the requirements of the A. A. R. Specifications. From Owners."

Paragraph (a) (4) of this rule was amended in Supplement No. 1 to Code revised 1938, issued July, 1939, to read (See Supplement No. 1 to Code revised 1938, page 3):

"(a) (4) Air brakes meeting requirements of A. A. R. Specifications for air brakes adopted in 1933, required on all cars built new on or after September 1, 1933, and on all cars rebuilt on or after August 1, 1937. From owners. Air brakes meeting requirements of A. A. R. Specifications for air brakes adopted in 1933 or A. A. R. standard triple valves, required on all cars built new between January 1, 1919 and September 1, 1933, and, on all cars rebuilt between July 1, 1928, and August 1, 1937. In interchange. On and after January 1, 1945, all freight cars in interchange service must be equipped with air brakes meeting the requirements of the A. A. R. Specification for Air Brakes adopted in 1933. Each car owner shall make a report semi-annually to the Association of American Railroads showing by months the number of freight cars acquired and the number of freight cars on which brake equipment is converted, which information will be filed semi-annually with the Interstate Commerce Commission.

"Note—The design of air brake equipment designated as 'AB' meets all of the requirements of the A. A. R. Specifications for Air Brakes adopted in 1933. Cars built prior to September 1, 1933, and equipped with 'AB' brakes should be so stenciled; for cars built on or after September 1, 1933, and rebuilt on or after August 1, 1937, the date built or rebuilt will govern."

[fol. 5633]

Axles

The Interchange Rules effective September 1, 1911, carried no requirement as to type of axles required on cars in interchange service.

Effective October 1, 1915 a new rule was added to the Code, to read (See page 519 of 1915 M. C. B. Proceeding):

"Rule 3. (d). Cars built after October 1, 1915, with axles other than M. C. B. Standard, will not be accepted in interchange.

"Cars built prior to October 1, 1915, will not be accepted in interchange after October 1, 1917 unless equipped with M. C. B. Standard axles."

Effective date of second paragraph of Section (d), Rule 3, was extended from October 1, 1917 to October 1, 1920, in Code effective October 1, 1916. (See Code revised 1916, page 12.)

New last paragraph added to Section (d) of Rule 3, in Code effective October 1, 1917, to read (See Code revised 1917, page 14):

"After October 1, 1920, cars will not be accepted in interchange with axles of less capacity than required by the sum of the light weight and the marked capacity of the car."

Rule amended effective November 1, 1919, to read (See Code revised 1919, page 12):

"Rule 3 (d) Cars built after October 1, 1915, with axles other than A. R. A. Standard, will not be accepted in interchange.

"Cars built prior to October 1, 1915, will not be accepted in interchange after October 1, 1920, unless equipped with A. R. A. Standard axles.

"After October 1, 1920, cars will not be accepted in interchange with axles of less capacity than required by the sum of the light weight and marked capacity of the car."

Effective date of second paragraph of Section (d) of Rule 3 was extended from October 1, 1920, to October 1, 1922, in Code effective November 1, 1920 (See Code revised 1920, [fol. 5634] page 15).

Effective date of second paragraph of Section (d) of Rule 3 was extended from October 1, 1922 to January 1, 1924, in Code effective January 1, 1923 (See Code revised 1922, page 15).

Effective date of second paragraph of Section (d) of Rule 3 was extended from January 1, 1924 to January 1, 1926, in Code effective January 1, 1924 (See Code revised 1923, page 14).

Effective date of second paragraph of Section (d) of Rule 3 was extended from January 1, 1926 to January 1, 1928, in Code effective January 1, 1926 (See Code revised 1925, page 20).

Effective January 1, 1927, Section (d) of Rule 3 was relocated as Paragraphs (3), (4) and (5) of Section (a) of same rule, to read (See Code revised 1926, page 19):

"(a) (3) Axles, A. R. A. Standard, required on all cars built on or after October 1, 1915. In interchange.

"(a) (4) Axles, A. R. A. Standard, will be required, effective January 1, 1928, on all cars built prior to October 1, 1915. In interchange.

"(a) (5) Axles must be of not less capacity than required by the sum of the light weight and the marked capacity of car, on all cars. In Interchange."

Effective date of Paragraph (a) (4) of Rule 3 was extended from January 1, 1928 to January 1, 1929, in Supplement No. 1 to Code revised 1926, issued in July, 1927 (See Supplement No. 1 to Code revised 1926, page 4).

Rule amended effective January 1, 1929 to read (See Code revised 1928, page 15):

"(a) (4) Axles, A. R. A. Standard, required on all cars built new or rebuilt on or after October 1, 1915, and on all cars rebuilt on or after July 1, 1928. In interchange.

[fol. 5635] "(a) (5) Axles, A. R. A. Standard, will be required effective January 1, 1930, on all cars built prior to October 1, 1915. In interchange.

"(a) (6) Axles must be of not less capacity than required by the sum of the light weight and the marked capacity of car, on all cars. In interchange."

Rule amended effective January 1, 1930, to read (See Code revised 1929, page 15):

"(a) (4) Axles, A. R. A. Standard, required on all cars, except cars of 70,000 lb. capacity built prior to October 1, 1915. In interchange.

"(a) (5) Axles, A. R. A. Standard, will be required on all cars of 70,000 lb. capacity, effective January 1, 1935. In interchange.

"(a) (6) Axles must be of not less capacity than required by the sum of the light weight and the load limit markings of car, on all cars. In interchange."

Paragraphs (4), (5) and (6) of Section (a) of Rule 3 relocated as new paragraphs (5), (6) and (7) effective January 1, 1932. (See Code revised 1932, page 15.)

Effective date of Paragraph (a) (6) of Rule 3 extended from January 1, 1935 to January 1, 1936, in Supplement No. 1 to Code revised 1933 issued in July, 1934 (See Supplement No. 1, page 2).

Paragraphs (5), (6) and (7) of Section (a) of Rule 3 relocated as new Paragraphs (6), (7) and (8), and effective date of new Paragraph (7) extended from January 1, 1936 to January 1, 1937, effective August 1, 1935, in Supplement No. 2 to Code revised 1934 issued in July, 1935 (See Supplement No. 2, page 2).

Effective date of Paragraph (a) (7) extended from January 1, 1937 to January 1, 1938 in Supplement No. 2 to Code [fol. 5636] revised 1936, issued in July, 1937 (See Supplement No. 2, Page 2).

Rule amended effective January 1, 1938, to read (See Code revised 1937, page 16):

"Rule 3. (a) (6) Axles, A. A. R. Standard, required on all cars. In interchange.

"(a) (7) Axles must be of not less capacity than required by the sum of the light weight and the load limit markings of car, on all cars. In interchange.

Rule amended effective January 1, 1939, to read (See Code revised 1938, page 16):

"Rule 3. (a) (5) Axles, A. A. R. Standard, of not less capacity than required by the sum of the light weight and the load limit markings of car, required on all cars. In interchange."

[fol. 5637]

Brake Beams

The Interchange Rules effective September 1, 1911, carried no requirement as to type of brake beams required on cars in interchange service.

Effective October 1, 1914, a new rule was added to the Code, to read (See Code revised 1914, page 5):

"Rule 3. (c) Cars built after October 1, 1914, will not be accepted in interchange unless equipped with either the No. 1 or the No. 2 M. C. B. Standard brake beams and so marked plainly on strut by stamping or casting on."

Rule amended effective October 1, 1916, to read (See Code revised 1916, pages 10 and 12):

"Rule 3. (c) Cars built after October 1, 1914, and prior to January 1, 1917, will not be accepted in interchange unless equipped with either the No. 1 or the No. 2 M. C. B. Standard brake beam, as indicated by the light weight of the car.

"Cars built after January 1, 1917, must be equipped with metal brake beams of not less than the capacity of the No. 2 M. C. B. Standard, or stronger, as the conditions may require.

"All of the brake beams referred to shall have the letters 'M. C. B.' and proper number plainly stamped or cast on strut, as required by the specifications.

"After October 1, 1918, cars will not be accepted in interchange unless equipped with all-metal brake beams."

Rule amended effective October 1, 1917, to read (See Code revised 1917, pages 12 and 14):

"Rule 3 (c) Cars built after October 1, 1914, and prior to January 1, 1917, will not be accepted in interchange unless equipped with either the No. 1 or the No. 2 M. C. B. Standard brake beam, as indicated by the [fol. 5638] light weight of the car.

"No. 1 M. C. B. Standard brake beams must not be used on cars having a light weight in excess of 35,000 lbs.

"Cars built after January 1, 1917, must be equipped with metal brake beams of not less than the capacity of the No. 2 M. C. B. Standard, or stronger, as the conditions may require.

"All of the brake beams referred to shall have the letters 'M. C. B.' and proper number plainly stamped or cast on strut, as required by the specifications.

"After October 1, 1920, cars will not be accepted in interchange unless equipped with all-metal brake beams.

"After January 1, 1918, all brake beams applied to new cars shall be in accordance, in all respects, with the requirements of dimensions shown on Sheets M. C. B. 17 and 17-A, Standards."

Rule amended effective November 1, 1918, to read (See Code revised 1918, pages 13 and 14):

"Rule 3. (c) Cars built after October 1, 1914, and prior to January 1, 1917, will not be accepted in interchange unless equipped with either the No. 1 or the No. 2 M. C. B. brake beam, as indicated by the light weight of the car; the No. 1 beam must not be used on cars having a light weight in excess of 35,000 lb.

"Cars built after January 1, 1917, or cars receiving general repairs after October 1, 1918, must be equipped with metal brake beams of not less than the capacity of the No. 2 M. C. B., or stronger, as the conditions may require.

"All of the M. C. B. brake beams referred to shall have the letters 'M. C. B.' and proper number plainly stamped or cast on strut, as required by the specifications.

"After October 1, 1920, cars will not be accepted in interchange unless equipped with all-metal brake beams. [fol. 5639] "After January 1, 1918, all brake beams applied to new cars shall be in accordance, in all respects, with the requirements of dimensions shown on Sheets M. C. B. 17 and 17-A, Standards."

Rule amended effective November 1, 1919, to read (See code revised 1919, pages 11 and 12):

"Rule 3 (c). Cars built after October 1, 1914, and prior to January 1, 1917, will not be accepted in interchange unless equipped with either the No. 1 or the No. 2 A. R. A. brake beam, as indicated by the light weight of the car; the No. 1 beam must not be used on cars having a light weight in excess of 35,000 lb.

"Cars built after January 1, 1917, or cars receiving general repairs after October 1, 1918, must be equipped with metal brake beams of not less than the capacity of

the No. 2 A. R. A., or stronger, as the conditions may require.

"All of the A. R. A. brake beams referred to shall have the letters 'A. R. A.' and proper number plainly stamped or cast on strut, as required by the specifications.

"Note—Where brake beams already have the letters 'M. C. B.' stamped or cast on the strut, they will be considered as complying with this rule.

"After October 1, 1920, cars will not be accepted in interchange unless equipped with all-metal brake beams.

"After January 1, 1918, all brake beams applied to new cars shall be in accordance, in all respects, with the requirements of dimensions shown on Sheets A. R. A. 17, 17-A and 17-B, Standards."

Rule amended effective January 1, 1922, to read (See Code revised 1921, page 14):

"Rule 3 (c). Cars built after October 1, 1914, and prior to January 1, 1917, will not be accepted in interchange unless equipped with either the No. 1 or the [fol. 5640] No. 2 A. R. A. brake beam, as indicated by the light weight of the car; the No. 1 beam must not be used on cars having a light weight in excess of 35,000 lb.

"Cars built after January 1, 1917, or cars receiving general repairs after October 1, 1918, must be equipped with metal brake beams of not less than the capacity of the No. 2 A. R. A., or stronger, as the conditions may require.

"All of the A. R. A. brake beams referred to shall have the letters 'A. R. A.' and proper number plainly stamped or cast on strut, as required by the specifications.

"Note—Where brake beams have the letters 'M. C. B.' stamped or cast on the strut, they will be considered as complying with this rule.

"Cars will not be accepted in interchange unless equipped with all-metal brake beams.

"After January 1, 1918, all brake beams applied to new cars shall be in accordance, in all respects, with the requirements of dimensions shown in the A. R. A. Manual of Standard and Recommended Practice."

Second paragraph of Section (c) of Rule 3 amended effective January 1, 1923, to read (See Code revised 1922, page 14):

"Rule 3 (c) (Second paragraph) Cars built after January 1, 1917, or cars receiving general repairs after October 1, 1918, must be equipped with metal brake beams of not less than the capacity of the No. 2 A. R. A. brake beam."

Rule amended and relocated as Section (b) of Rule 3 effective January 1, 1927, to read (See Code revised 1926, pages 19 and 20):

"Rule 3. (b) (1). Brake beams, A. R. A., on all cars built on or after January 1, 1917, must be of not less than the capacity of the No. 2 beam. In interchange.

"(b) (2). Brake beams, A. R. A., on all cars built on or after October 1, 1914, and prior to January 1, 1917, having light weight of *of* 35,000 lbs. or under [fol. 5641] must be of not less capacity than the No. 1 beam; if in excess of 35,000 lbs., not less than capacity of the No. 2 beam. In interchange.

"(b) (3). The A. R. A. brake beams referred to must conform to requirements of the Manual of Standard and Recommended Practice, including the letters 'A. R. A.' and class number cast or stamped on strut; the letters 'M. C. B.' is previously cast or stamped on strut will be considered as meeting this requirement.

"(b) (4). Brake beams, metal, required on all cars. In interchange.

"(b) (5). Brake beams, A. R. A., of not less capacity than the No. 2 shall be applied to all cars receiving general repairs.

"(b) (6). Brake beams on all cars built on or after September 1, 1909, must be hung from the trucks, effective January 1, 1928. From owners."

Effective date of Paragraph (b) (6) of Rule 3 was extended from January 1, 1928 to January 1, 1929, in Supplement No. 1 to Code revised 1926, issued July, 1927 (See Supplement No. 1 to Code revised 1926, page 4).

Paragraphs (1) and (6) of Section (b) of Rule 3 were amended effective July 1, 1928, to read (See Supplement No. 1 to Code revised 1927, page 2):

"Rule 3. (b) (1). Brake beams, A. R. A., on all cars built new on or after January 1, 1917, and on all cars rebuilt on or after July 1, 1928, must be of not less than the capacity of the No. 2 beam. In interchange.

"(b) (6). Brake beams, A. R. A., on all cars built new on or after September 1, 1909, and on all cars rebuilt on or after July 1, 1928, must be hung from the trucks, effective January 1, 1930. From owners."

Effective date of Paragraph (b) (6) of Rule 3 was extended from January 1, 1930 to January 1, 1931, and announced [fol. 5642] in Supplement No. 1 to Code revised 1928, page 3.

Effective date of Paragraph (b) (6) of Rule 3 was extended from January 1, 1931 to January 1, 1932 and announced in Supplement No. 1 to Code revised 1929, page 3.

Rule amended effective January 1, 1931, to read (See Code revised 1930, pages 15 and 16):

"Rule 3. (b) (1) Brake beams, A. R. A., on all cars built new on or after January 1, 1917, and on all cars rebuilt on or after July 1, 1928, must be of not less than the capacity of the No. 2 beam. In interchange.

"(b) (2) The A. R. A. brake beam referred to must conform to requirements of the Manual of Standard and Recommended Practice, including the letters 'A. R. A.' and class number cast or stamped on the strut; the letters 'M. C. B.' if previously cast or stamped on strut will be considered as meeting this requirement.

"(b) (3) Brake beams, metal, required on all cars. In interchange.

"(b) (4) Brake beams, A. R. A., of not less capacity than the No. 2, shall be applied to all cars receiving general repairs.

"(b) (5) Brake beams on all cars built new on or after September 1, 1909, and on all cars rebuilt on or after July 1, 1928, must be hung from the trucks, effective January 1, 1932. From owners."

Rule amended effective January 1, 1935, to read (See Code revised 1934, pages 15 and 16):

"Rule 3. (b) (1) Brake beams, A. R. A. Standard No. 15 or A. R. A. No. 3, required on all cars built new on or after January 1, 1935. In interchange.

"(b) (2) Brake beams, A. R. A., of not less than the capacity of the No. 2 beam, required on all cars. In interchange.

"(b) (3) The A. R. A. brake beams referred to must conform to requirements of the Manual of Standard and Recommended Practice, including the letters 'A. [fol. 5643] R. A. and class number cast or stamped on strut; the letters 'M. C. B.', if previously cast or stamped on strut will be considered as meeting this requirement.

"(b) (4) Brake beams on all cars built new on or after September 1, 1909, and on all cars rebuilt on or after July 1, 1928, must be hung from the trucks, effective January 1, 1932. From owners."

Paragraph (b) (1) of Rule 3 amended effective August 1, 1937, to read (See Supplement No. 1 to Code revised 1936, page 3):

"(b) (1) Brake beams, A. A. R. Standard No. 15 or A. A. R. No. 3 required on all cars built new on or after January 1, 1935, and on all cars rebuilt on or after August 1, 1937. In interchange."

Paragraph (b) (4) of Rule 3 amended effective January 1, 1939, to read (See Code revised 1938, page 17):

"(b) (4) Brake beams on all cars built new on or after September 1, 1909, and on all cars rebuilt on or after July 1, 1928, must be hung from the trucks. In interchange."

[fol. 5644] Brake Beam Hangers

The interchange rules effective September 1, 1911 carried no requirement as to type of brake beam hangers required on cars in interchange.

Effective January 1, 1930, a new rule was added to the Code, to read (See Code revised 1929, page 16):

"Rule 3. (b) (7). Brake beam hangers and brake beam hanger pins conforming to A. R. A. Standard required on all cars built new or rebuilt on or after January 1, 1930. From owners.

"(b) (8) Brake beam hangers designed with eyes which are not formed solid, prohibited, effective January 1, 1933, on all cars. From owners."

Paragraph (b) (7) of Rule 3 amended effective August 1, 1930, to read (See Supplement No. 1 to Code revised 1929, page 4):

"Rule 3. (b) (7) Brake beam hangers and brake beam hanger pins conforming to A. R. A. Recommended Practice, or equivalent in strength, required on all cars built new or rebuilt on or after January 1, 1930. From owners."

Effective January 1, 1931, Paragraphs (7) and (8) of Section (b) of Rule 3 were relocated as new Paragraphs (6) and (7) (See Code revised 1930, page 16).

Effective date of Paragraph (b) (7) of Rule 3 was extended from January 1, 1933 to January 1, 1934 and announced in Supplement No. 2 to Code revised 1931, page 2.

Effective date of Paragraph (b) (7) of Rule 3 was extended from January 1, 1934, to January 1, 1935, and announced in Supplement No. 1 to Code revised 1932, page 2.

Effective date of Paragraph (b) (7) of Rule 3 was extended from January 1, 1935 to January 1, 1936, and announced in Supplement No. 1 to Code revised 1933, page 2 [fol. 5645]. Effective date of Paragraph (b) (7) of Rule 3 was extended from January 1, 1936 to January 1, 1937, and announced in Supplement No. 2 to Code revised 1934, page 2.

Effective date of Paragraph (b) (7) of Rule 3 was extended from January 1, 1937 to January 1, 1938, and announced in Supplement No. 1 to Code revised 1935, page 2.

Rule amended effective January 1, 1938, to read (See Code revised 1937, page 17):

"Rule 3. (b) (5) Brake beam hangers and brake beam hanger pins conforming to A. A. R. Recommended

Practice or equivalent in strength, required on all cars built new or rebuilt on or after January 1, 1930. From owners.

"(b) (6) Brake beam hangers designed with eyes which are not formed solid, prohibited on all cars. From owners."

[fol. 5646]

Couplers

The Interchange Rules in effect from September 1, 1911 to October 1, 1914, contained no provisions with respect to type of couplers required on cars in interchange.

A new rule, 3(b), was added to the Code effective October 1, 1914, to read (See Code revised 1914, page 5):

"Rule 3. (b) Cars will not be accepted in interchange equipped with stem or spindle coupler attachments."

Amended effective October 1, 1917, to read (See Code revised 1917, page 12):

"Rule 3. (b) Cars will not be accepted in interchange equipped with stem or spindle coupler attachments or American continuous draft rods."

A new Paragraph (m) was added to Rule 3 effective November 1, 1918, to read (See Code revised 1918, page 16):

"Rule 3. (m) Cars built after January 1, 1919, must be equipped with coupler operating lever connected direct with coupler lock or lock lift without the use of links, clevises or chains."

A new paragraph, (o), was added to Rule 3 effective November 1, 1920, to read (See Code revised 1920, page 18):

"Rule 3. (o) Cars built after November 1, 1920, will not be accepted in interchange unless equipped with 6 inch by 8 inch shank A. R. A. Standard Type 'D' couplers."

Rule 3 (b) amended effective January 1, 1923, to read (See Code revised 1922, page 14):

"Rule 3. (b) Cars will not be accepted in interchange equipped with stem or spindle coupler attachments or American continuous draft rods."

"After January 1, 1924, cars equipped with couplers having riveted yoke without lugs will not be accepted in interchange."

[fol. 5647] Effective date of second paragraph of Rule 3 (b) was extended to January 1, 1925 on June 15, 1923.

Rule 3 (o) was amended effective January 1, 1924, to read (See Code revised 1923, page 17):

"Rule 3. (o) Cars built after November 1, 1920, will not be accepted from owner unless equipped with 6 in. by 8 in. shank A. R. A. Standard Type 'D' couplers."

Rule 3 (b), second paragraph, amended effective January 1, 1925, to read (See Code revised 1924, page 19):

"Rule 3. (b) (Second paragraph) After January 1, 1926, cars equipped with couplers having riveted yoke without lugs, where such yokes are riveted directly to the coupler, will not be accepted in interchange."

Effective January 1, 1925, former Paragraph (o) of Rule 3 relocated as new Paragraph (p).

Effective date of second paragraph of Rule 3 (b) extended to January 1, 1927 in July, 1925.

Rule amended effective January 1, 1927, to read (See Code revised 1926, pages 20 and 21):

"Rule 3. (c) (1) Couplers, A. R. A. Standard Type 'D' with 6x8 shank, required on all cars built on or after November 1, 1920. From owners.

"(c) (2). Couplers having stem or spindle attachments, or American continuous draft rods, prohibited on all cars. In interchange.

"(c) (3). Couplers having riveted yokes without lugs, where such yokes are riveted directly to the coupler, prohibited, effective January 1, 1928, on all cars. In interchange.

"(c) (4). Coupler operating levers connected direct with coupler lock or lift without the use of links, clevises, clevis pins or chains, required on all cars built on or after January 1, 1919. In interchange."

[fol. 5648]. Effective date of Paragraph (c) (3) of Rule 3 extended to January 1, 1929, in July, 1927.

A new paragraph, (c) (5), was added to Rule 3 effective January 1, 1928, to read (See Code revised 1927, page 16):

"Rule 3. (c) (5). Coupler operating levers connected direct with coupler lock or lift without the use of links, clevises, clevis pins or chains, shall be applied to all cars when replacing broken or missing levers where practicable, or when cars receive general repairs."

Effective July 1, 1928, Paragraphs (c-1), (c-4), (c-5) and (c-6) of Rule 3 were amended to read as follows (See Supplement No. 1 to Code revised 1927, pages 4 and 5):

"Rule 3. (c) (1). Couplers, A. R. A. Standard Type 'D' with 6 x 8 inch shank required on all cars built new on or after November 1, 1920; and A. R. A. Standard Type 'D' with 5 x 7 or 6 x 8 inch shanks, required on all cars rebuilt on or after July 1, 1928. From owners.

"(c) (4). Couplers having liner blocks applied between butt and riveted yoke, if not integral with either butt or yoke, prohibited, effective January 1, 1929, on all cars. In interchange.

"(c) (5). Coupler operating levers connected direct with coupler lock or lift without the use of links, clevises, clevis pins or chains, required on all cars built new on or after January 1, 1919, and on all cars rebuilt on or after July 1, 1928. In interchange.

"(c) (6) Coupler operating levers connected direct with coupler lock or lift without the use of links, clevises, clevis pins or chains shall be applied to all cars when replacing broken or missing levers where practicable, or when cars receive general repairs."

Rule amended effective January 1, 1932, to read (See Code revised 1931, pages 16 and 17):

"Rule 3. (c) (1). Couplers, A. R. A. Standard Type [fol. 5649] 'E' with $6\frac{1}{4}$ x 8 inch shank, or A. R. A. Alternate Standard $6\frac{1}{4}$ x 8 inch swivel type, required on all cars built new on or after August 1, 1932. From owners.

"(c) (2) Couplers, A. R. A. Standard Type 'E' with $6\frac{1}{4}$ x 8 inch shank, or A. R. A. Standard Type 'D' with 6 x 8 inch shank or A. R. A. Alternate Standard $6\frac{1}{4}$ x 8 swivel type, or couplers having Type 'D' head designed

with swivel or radial butt, required on all cars built new between November 1, 1920 and August 1, 1932. From owners.

"(c) (3) Couplers, A. R. A. Standard Type 'E' with 5 x 7 or 6 $\frac{1}{4}$ x 8 inch shank, or A. R. A. Alternate Standard swivel type, or A. R. A. Standard Type 'D' with 5 x 7 or 6 x 8 inch shank or couplers having Type 'D' head designed with swivel or radial butt, required on all cars rebuilt on or after July 1, 1928. From owners.

"(c) (4) Couplers having stem or spindle attachments, or American continuous draft rods, prohibited on all cars. In interchange.

"(c) (5) Couplers having riveted yokes without lugs, where such yokes are riveted directly to the coupler, prohibited, effective January 1, 1929, on all cars. In interchange.

"(c) (6) Couplers having liner blocks applied between butt and riveted yoke, if not integral with either butt or yoke, prohibited, effective January 1, 1929, on all cars. In interchange.

"(c) (7) Coupler operating levers connected direct with coupler lock or lift without the use of links, clevises, clevis pins or chains, required on all cars built new on or after January 1, 1919, and on all cars rebuilt on or after July 1, 1928. In interchange.

"(c) (8) Coupler operating levers connected direct with coupler lock or lift without the use of links, clevises, clevis pins or chains, shall be applied to all cars when replacing broken or missing levers where practicable, or when cars receive general repairs."

[fol. 5650] Effective dates of Paragraphs (c-1) and (c-2) of Rule 3 were extended to January 1, 1933 in July, 1932.

A new Paragraph (c-9) was added to Rule 3 effective January 1, 1933, to read (See Code revised 1932, page 17):

"Rule 3. (c) (9). Coupler operating rigging of the rotating type handle (which pulls out and up through an arc similar to type shown on Plate B of the United States Safety Appliance specifications), required on all cars built new or rebuilt on or after August 1, 1933.

"Note—It is recommended that where cars built prior to August 1, 1933, receive Class I general repairs, and new couplers are applied, that the rotating type handle of uncoupling rigging be applied."

Effective date of Paragraph (c-1) extended to August 1, 1933 on December 31, 1932.

Effective January 1, 1933, Paragraph (c-2) of Rule 3 was amended to read (See Supplement No. 1 to Code revised 1932, page 3):

"Rule 3. (c) (2). Couplers, A. R. A. Standard Type 'E' with $6\frac{1}{4}$ x 8 inch shank, or A. R. A. Standard Type 'D' with 6 x 8 inch shank, or A. R. A. Alternate Standard $6\frac{1}{4}$ x 8 inch swivel type, or couplers having Type 'D' head designed with swivel or radial butt, required on all cars built new, between November 1, 1920 and August 1, 1933. From owners."

Paragraphs (c-5) and (c-9) amended effective January 1, 1935, to read (See Code revised 1934, page 17):

"Rule 3. (c) (5) Couplers having riveted yokes without lugs, where such yokes are riveted directly to the coupler, prohibited. In interchange.

"(c) (9) Coupler operating rigging of the rotating type handle (which pulls out and up through an arc similar to type shown on Plate B of the United States Safety Appliance specifications); required on all cars built new or rebuilt on or after August 1, 1933.

"Note—It is recommended that where cars built prior to August 1, 1933, receive Class I general repairs and new couplers are applied, that the rotating type [fol. 5651] handle of uncoupling rigging be applied."

A new Paragraph (c-10) was added to Rule 3 effective August 1, 1936, to read (See Supplement No. 1 to Code revised 1935, page 3):

"Rule 3. (c) (10) Coupler, Type 'D', cast after August 1, 1936, prohibited, effective January 1, 1937, on all cars. In interchange."

Paragraphs (c-1) and (c-3) amended, effective August 1, 1937, to read (See Supplement No. 1 to Code revised 1936, page 3):

"Rule 3. (c) (1) Couplers, A. A. R. Standard Type 'E' with $6\frac{1}{4}$ x 8 inch shank, or A. A. R. Alternate Standard $6\frac{1}{4}$ x 8 inch swivel type, required on all cars built new on or after August 1, 1933, and on all

cars rebuilt on or after August 1, 1937, except that on rebuilt cars 6 x 8 inch type 'D' couplers may be used. Where limitations in underframe construction on rebuilt cars make it impractical to apply 6¼ x 8 inch shank type 'E' or 6 x 8 inch shank type 'D' couplers, 5 x 7 inch shank types 'D' or 'E' couplers with key attachments are permissible. From owners.

"(c) (3) Couplers, A. A. R. Standard Type 'E' with 5 x 7 or 6¼ x 8 inch shank, or A. A. R. Alternate Standard swivel type, or A. R. R. Standard Type "D" with 5 x 7 or 6 x 8 inch shank, or couplers having Type "D" head designed with swivel or radial butt, required on all cars rebuilt between July 1, 1928 and August 1, 1937. From owners."

Effective August 1, 1938, new Paragraphs (c-11) and (c-12) were added to Rule 3, to read (See Supplement No. 2 to Code revised 1937, page 3) :

"Rule 3. (c) (11) Couplers, former Standard or Temporary Standard having 5 x 5 inch shanks, prohibited, effective January 1, 1940, on all cars. From owners.

"(c) (12) Couplers, former Standard (Except Type D) or temporary Standard having 5x7 inch shanks, prohibited, effective January 1, 1942, on all cars. From owners."

Paragraphs (c-7) and (c-8) of Rule 3 amended effective January 1, 1939, to read (See Code revised 1938, page 18):

[fol. 5652] "Rule 3. (c) (7). Coupler operating levers connected direct with coupler lock or lift without the use of links, clevises, clevis pins, or chains, required on all cars built new between January 1, 1919 and August 1, 1933, and on all cars rebuilt between July 1, 1928 and August 1, 1933. In interchange.

"(c) (8) Coupler operating levers connected direct with coupler lock or lift without the use of links, clevises, clevis pins or chains, shall be applied to all cars built prior to January 1, 1919, when replacing broken or missing levers where practicable, or when cars receive general repairs, preferably as specified in note following Paragraph (9)."

Effective date of Paragraph (c-11) extended to January 1, 1941 on August 1, 1939; and further extended to January 1, 1942 on August 1, 1940.

[fol. 5653]

Draft Gears

The Interchange Rules effective September 1, 1911, contain no provisions as to type of draft gears required on cars in interchange.

Effective January 1, 1934, a new rule was added to the Code, to read (See Code revised 1933, page 17):

"Rule 3. (d) (1). Draft gear, complying with A. R. A. Standard specifications for draft gears for freight service including certificate of approval, required on all cars built new on or after January 1, 1934. From owners.

"(d) (2). Draft gear, new, when applied to any car on or after January 1, 1934, shall, when practicable, comply with the foregoing specifications."

Note added to Paragraph (d) (1) of Rule 3, effective January 1, 1935, to read (See Code revised 1934, page 17):

"Note—The words 'draft gear,' as used in this rule, do not cover cushion under frame construction."

Paragraph (d) (2) of Rule 3, amended effective January 1, 1935, to read (See Code revised 1934, page 17):

"Rule 3. (d) (2). Draft gear, new, when applied to any car on or after January 1, 1935, shall comply with the foregoing specifications unless the pocket dimensions of the car are such that an approved gear cannot be applied."

Paragraph (d) (1) of Rule 3 amended effective August 1, 1937, to read (See Supplement No. 1 to Code revised 1936, page 3):

"Rule 3. (d) (1). Draft gears complying with A. A. R. Standard specifications for draft gears for freight service including certificate of approval, required on all cars built new on or after January 1, 1934, and on all cars rebuilt on or after August 1, 1937, except that on rebuilt cars where limitations in underframe construction [fol. 5654] make it impractical to apply approved types of friction draft gears, non-approved types ac-

ceptable to the Committee on Couplers and Draft Gears are permissible. From owners."

[fol. 5655]

Trucks

The Interchange Rules in effect from September 1, 1911 to January 1, 1928, contained no provisions with respect to type of trucks required under cars in interchange.

Effective January 1, 1928, a new rule was added as Paragraph (t) (1) to Rule 3, reading (See Code revised 1927, page 17):

"Rule 3. (t) (1). Truck side frames, cast-steel, conforming to A. R. A. Specifications, required on all cars built on or after July 1, 1928. From owners."

Rule amended effective January 1, 1929, to read (see Code revised 1928, page 17):

"Rule 3. (t) (1). Trucks, new, shall be equipped with cast-steel side frames conforming to A. R. A. Specifications, when applied to new or rebuilt car bodies on or after October 1, 1929. From owners."

Rule amended and new Paragraph (t) (2) added, effective August 1, 1929, to read (See Supplement No. 1 to Code revised 1928, pages 4 and 5):

"Rule 3. (t) (1). Trucks, new, when applied to any car on or after October 1, 1929, shall be equipped with cast-steel side frames conforming to current A. R. A. Specifications, and shall have month and year manufactured, also the letters 'A. R. A.', followed by the year date of specification, cast on the outer face. From owners.

"(t) (2). Trucks, second hand, when applied to car bodies built new or rebuilt on or after January 1, 1930, shall be equipped with cast-steel side frames.

"Note—Cast-steel side frames on such secondhand trucks should preferably comply with current A. R. A. Specifications, but, existing cast-steel side frames of other design and specification may be used. However, when same are replaced with new cast-steel side frames, by car owner, such new frames shall comply with current A. R. A. specifications."

[fol. 5656] New paragraph (t) (3) added, effective August 1, 1930, to read (See Supplement No. 1 to Code revised 1929, page 4):

“Rule 3. (t) (3). Trucks with arch bars, prohibited, effective January 1, 1936, under all cars. From owners.”

Effective August 1, 1935, note following Paragraph (t) (2) was modified, new Paragraph (t) (3) and note added, and former Paragraph (t) (3) modified and relocated as Paragraph (t) (4), to read (See Supplement No. 1 to Code revised 1934, page 4):

“Rule 3. (t) (2). Trucks, secondhand, when applied to car bodies built new or rebuilt on or after January 1, 1930, shall be equipped with cast-steel side frames. From owners.

“Note—Cast-steel side frames on such second hand trucks should preferably comply with current A. A. R. Specifications, but existing cast-steel side frames of other design and specification may be used provided such frames comply with the provisions of Paragraph (3). When same are replaced with new cast-steel side frames, by car owner such new frames shall comply with current A. A. R. Specifications.

“(t) (3). Truck side frames, cast-steel, secondhand, must not be substituted for any other side frames (Cast-steel, pressed or structural steel or arch bar type) unless entirely free from cracks, fractures, excessive wear or porosity, or welds not performed and marked strictly in accordance with Rule 23. Secondhand side frames of older designs, such as those having ‘T’ or ‘L’ section compression or tension members, must be confined to owner’s equipment and then only when such frames have been removed from same owner’s equipment, or for replacements in kind on foreign cars.

“Note—To determine if such secondhand frames are suitable for further service, thorough cleaning and careful inspection must be made. Frames having any of the above defects, or which are otherwise unsuitable [fol. 5657] for re-application, are to be immediately destroyed.

"(t) (4) Trucks, with arch bars, prohibited, effective January 1, 1938, under all cars. From owners."

Paragraph (t) (3) of Rule 3 amended, effective January 1, 1937, to read (See Code revised 1936, page 21):

"Rule 3. (t) (3) Truck side frames, cast-steel, secondhand, must not be substituted for any other side frames (cast-steel, pressed or structural steel or arch bar type) unless entirely free from cracks, fractures, excessive wear, excessive corrosion, or porosity, or welds not performed and marked strictly in accordance with Rule 23. Secondhand side frames of older design, such as those having 'T' or 'L' section compression or tension members, must be confined to owner's equipment and then only when such frames have been removed from same owner's equipment, or for replacements in kind on foreign cars.

"Note—To determine if such secondhand frames are suitable for further service, thorough cleaning and careful inspection must be made. Frames having any of the above defects, or which are otherwise unsuitable for re-application, are to be immediately destroyed."

Rule amended effective January 1, 1938, to read (See Code revised 1937, pages 21 and 22):

"Rule 3. (t) (1) Trucks, new, when applied to any car on or after March 1, 1930, shall be equipped with cast-steel side frames conforming to current A. A. R. Specifications, and shall have month and year manufactured, also the letters 'A. A. R.' or 'A. R. A.', followed by the year date of specification, cast on the outer face. From owners.

"(t) (2-a) Trucks, secondhand, when applied to car bodies built new or rebuilt between January 1, 1930, and August 1, 1937, shall be equipped with cast-steel side frames. From owners.

"Note—Cast-steel side frames on such secondhand [fol. 5658] trucks should preferably comply with current A. A. R. Specifications, but existing cast-steel side frames of other design and specification may be used provided such frames comply with the provisions

of Paragraph (3). When same are replaced with new cast-steel side frames, by car owner, such new frames shall comply with current A. A. R. Specifications.

“(t) (2-b) Trucks, secondhand, when applied to car bodies built new or rebuilt on or after August 1, 1937, shall be equipped with U section cast-steel side frames. From owners.

“Note—U section cast-steel side frames on such secondhand trucks should preferably comply with current A. A. R. Specifications, but existing U section cast-steel side frames of other specifications may be used providing such frames comply with provisions of first sentence of Paragraph (3). When same are replaced with new cast-steel side frames, by car owner, such new frames shall comply with current A. A. R. Specifications.

“(t) (3) Truck side frames, cast-steel, secondhand, must not be substituted for any other side frames (cast-steel, pressed or structural steel or arch bar type) unless entirely free from cracks, fractures, excessive wear, excessive corrosion, or porosity, or welds not performed and marked strictly in accordance with Rule 23. Secondhand side frames of older designs, such as those having ‘T’ or ‘L’ section compression or tension members, must be confined to owner’s equipment, and then only when such frames have been removed from same owner’s equipment, or for replacements in kind on foreign cars.

“Note—To determine if such secondhand frames are suitable for further service, thorough cleaning and careful inspection must be made. Frames having any of the above defects, or which are otherwise unsuitable for re-application are to be immediately destroyed.

“(t) (4) Trucks with arch bars, prohibited, effective July 1, 1938, under all cars. From owners.”

[fol. 5659] Paragraph (t) (3) amended, effective January 1, 1939, to read (See Code, revised 1938, page 22):

“Rule 3. (t) (3) Truck side frames, cast-steel, secondhand, must not be substituted for any other side

frames (cast-steel, pressed or structural steel or arch bar type) unless entirely free from cracks, fractures, excessive wear, excessive corrosion, or porosity, or welds not performed and marked strictly in accordance with Rule 23. Secondhand side frames of older designs, such as those having 'T' or 'L' section compression or tension members, must be confined to owner's equipment and then only when such frames have been removed from same owner's equipment, or for replacement in kind on foreign cars. Effective January 1, 1940, the application of welded side frames will be prohibited: However, this provision does not require the removal from owned cars, or permit the removal from foreign cars, of such welded side frames welded and applied prior to January 1, 1940, unless defective.

"Note—To determine if such secondhand frames are suitable for further service, thorough cleaning and careful inspection must be made. Frames having any of the above defects, or which are otherwise unsuitable for re-application, are to be immediately destroyed."

Effective date of Paragraph (t) (4) extended to July 1, 1939, in December, 1938.

Effective date of Paragraph (t) (4) extended to December 31, 1939, in May, 1939.

Effective date of Paragraph (t) (3) extended to January 1, 1941 in August, 1939.

Note added to Paragraph (t) (4) effective January 1, 1940, and the paragraph amended to read (See Supplement No. 1 to Code revised 1940, page 2):

"Rule 3. (t) (4) Trucks, with arch bars, prohibited under all cars. In interchange.

"Note—The movement of cars equipped with arch [fol. 5660] bar trucks must be confined to owner's rails, except that they are acceptable in interchange from owner for loading or for unloading within the same terminal switching district in which the interchange occurs, providing that no road haul is involved in such movement, and providing that cars so interchanged will be immediately returned to owner's rails when loading or unloading is accomplished.

"Cars equipped with arch bar trucks are acceptable for movement between plants located in the same switching district, providing no road haul is involved.

"Locomotive cranes, locomotive tenders, and derricks built prior to January 1, 1940 and equipped with arch bar trucks, may be accepted in interchange or from owners prior to January 1, 1941, and moved under such controlled speeds as may be required by handling railroad. Effective January 1, 1941, such equipment will be prohibited in interchange. (This paragraph does not apply to contractors' work equipment other than mentioned above.)

Effective date of Paragraph (t) (3) extended to January 1, 1942 on August 1, 1940.

Paragraph (t) (4) and note amended effective January 1, 1941, to read (See Code revised 1940, page 22):

"Rule 3. (t) (4). Trucks, with arch bars, prohibited under all cars, locomotive cranes, locomotive tenders and derricks. In interchange.

"Note—The movement of cars equipped with arch bars must be confined to owner's rails, except that they are acceptable in interchange from owner for loading or for unloading within the same terminal switching district in which the interchange occurs, providing that no road haul is involved in such movement, and providing that cars so interchanged will be immediately returned to owner's rails when loading or unloading is [fol. 5661] accomplished.

"Cars equipped with arch bar trucks are acceptable for movement between plants located in the same switching district, providing no road haul is involved."

[fol. 5662]

Underframes

The Interchange Rules effective September 1, 1911, contain no provisions with respect to underframe requirements on cars in interchange.

A new rule was added effective January 1, 1927, to read (See Code revised 1926, page 24):

"Rule 3. (U) (1) Underframe, steel, on all cars (other than tank cars) built on or after January 1, 1927, must have center sills with a minimum cross sectional area of

24 square inches between the draft back stops. From owners.

“(U) (2) Underframe, etc.: Effective January 1, 1929, all cars built prior to January 1, 1927, must be equipped with either steel underframe, or steel center sills, or wood or metal draft arms extending beyond the body bolster, or metal draft arms extending to metal body bolster and securely riveted to same. From owners.”

Effective date of Paragraph (U) (2) extended to January 1, 1930, on August 1, 1927.

Rule amended effective January 1, 1929, to read (See Code revised 1928, pages 18 and 19):

“Rule 3. (U) (1). Underframe, steel, on all cars (other than tank cars) built new on or after January 1, 1927, or rebuilt on or after July 1, 1928, must have center sills with a minimum cross sectional area of 24 square inches between the draft back stops. A tolerance of one square inch below minimum will be considered as meeting this requirement. From owners.

“(U) (2). Underframe, etc.: Effective January 1, 1931, no car of all-wood construction (now defined as Class F under Rule 112) will be accepted. From owners.

“(U) (3). Underframe, etc.: Effective January 1 [fol. 5663] 1934, no car of all-wood underframe equipped with metal draft arms extending 24 inches or more beyond center line of body bolster (now defined as Class E-4 under Rule 112) will be accepted. From owners.”

Effective date of Paragraph (U) (2) extended to January 1, 1933, on August 1, 1930.

Paragraph (U) (1) of Rule 3 amended effective January 1, 1930 to read (See Code revised 1929, page 19):

“Rule 3. (U) (1). Underframe, steel, having center sills with a minimum cross sectional area of 24 square inches between the draft back stops, required on all cars (other than tank cars) built new on or after January 1, 1927, or rebuilt on or after July 1, 1928. From owners. A tolerance of one square inch below minimum will be considered as meeting this requirement.”

Note added following Paragraph (U) (1) effective January 1, 1931, to read (See Code revised 1930, page 20) :

"Note—A steel underframe, as contemplated in this requirement, is an underframe not dependent upon truss rods for support, having steel center sills with a minimum cross sectional area of 24 square inches, steel body bolsters and steel cross bearers, suitably tied together. If end sills or side sills are used, they must also be of steel."

Effective date of Paragraph (U) (2) extended to January 1, 1934 on August 1, 1932.

Effective dates of Paragraphs (U) (2) and (U) (3) extended to January 1, 1935 on August 1, 1933.

Effective date of Paragraph (U) (3) extended to January 1, 1936 on August 1, 1934.

Note added following Paragraph (U) (1) effective August [fol. 5664] 1, 1934, to read (See Supplement No. 1 to Code revised 1933, page 5) :

"Note—this requirement does not apply to the A. R. A. steel sheathed wood lined box car adopted as Standard in 1932, having center sills of 'Z' bar section design."

Effective date of Paragraph (U) (3) extended to January 1, 1937 on January 1, 1936.

Note following Paragraph (U) (1) amended effective August 1, 1935 to read (See Supplement No. 2 to Code revised 1934, page 5) :

"Note—this requirement does not apply to cars built since June 1, 1932, having center sills of A. A. R. 'Z' bar section design of same type as used in A. A. R. steel sheathed wood lined box car adopted as Standard in 1932."

Rule amended August 1, 1934, by addition of new Paragraph (U) (4) to Rule 3, to read (See Supplement No. 1 to Code revised 1936, page 4) :

"Rule 3. (U) (4) Underframe, etc.: Effective January 1, 1940, no car of wood underframe construction, having metal center sills, or having continuous metal drafts secured to wood center sills, will be accepted, un-

less such metal center sills or metal drafts have one top or bottom cover plate from bolster to bolster. From owners."

Effective date of Paragraph (U) (3) extended to April 1, 1937, on March 15, 1937.

Paragraph (U) (2) of Rule 3 amended effective January 1, 1939, to read (See Code revised 1938, page 24):

"Rule 3. (U) (2). Underframe, etc.: No car of all-wood construction will be accepted. In interchange."

Effective date of Paragraph (U) (4) extended to January 1, 1941 on August 1, 1939.

Paragraph (U) (3) of Rule 3 amended effective January [fol. 5665] 1, 1940 to read (See Code revised 1939, page 24):

"Rule 3. (U) (3). Underframe, etc.: No car of all-wood underframe equipped with metal draft arms extending 24 inches or more beyond center line of body bolster, will be accepted. In interchange."

Effective date of Paragraph (U) (4) extended to January 1, 1942 on August 1, 1940.

[fol. 5666]

Wheels

The Interchange Rules effective September 1, 1911, contain no provisions with respect to types of wheels required on cars in interchange.

A new rule was added to the Code effective January 1, 1925, to read (See Code revised 1924, page 23):

"Rule 3. (N). A car will not be accepted in interchange if any of its wheels have the letter 'C' chipped out of the legend 'M. C. B.' or the letter 'R' chipped out of the legend 'A. R. A.'.

"(O) Cars will not be accepted from owner which have cast-iron wheels cast after January 1, 1925, of nominal weight of less than 650, 700 and 750 lbs.

"Note—The letters A. R. A. shall not be put upon any wheel which is of less weight than the standards of the A. R. A. or which is made to any specifications with requirements less than those prescribed in the A. R. A. Specifications for cast iron wheels."

A new rule was added to the Code effective January 1, 1935, to read (See Code revised 1934, page 119):

“Rule 70. (c) A. R. A. double plate shall not be substituted for A. R. A. single plate cast-iron wheels. (This does not apply in case of one single plate and one double plate wheel mounted on same axle.) Defect card is not required for such improper substitution of wheels. (See Rule 98, Section (c-5), for charges and credits.)”

A new rule was added to the Code effective January 1, 1937, to read (See Code revised 1936, pages 53 and 54):

“Rule 19. In making repairs to foreign cars, the following materials must not be used: Wheels which have been condemned by out-of-round Rule 73-A, if reclaimed by grinding.”

[fol. 5666a] Rule 19 amended effective January 1, 1938, to read (See Code revised 1937, page 57):

“Rule 19. In making repairs to foreign cars, the following materials must not be used:

“Cast-iron wheels which have been condemned by out-of-round Rule 73-A, if reclaimed by grinding.

“Cast-iron wheels, double plate design, if cast prior to January 1, 1921.”

Defendant's Exhibit No. 205 (Witness Herbert)
Jan. 23, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

YUMA, ARIZONA TO EL PASO, TEXAS
INCREASED INVESTMENT IN WATER, ROUNDHOUSE AND SHOP FACILITIES
INCIDENT TO ADOPTION OF LONG TRAIN PROGRAM

	YUMA, ARIZ. (a)	TUCSON, ARIZ. (b)	EL PASO, TEX. (c)	HEMLOCK, ARIZ. (d)	TOTAL (e)
I. Extend 5 Stalls and Pits 65 Feet at YUMA AND TUCSON; and Build 7 New Stalls and Pits to Roundhouses Over Existing Radial Tracks at EL PASO:					
(1) Extend pits and track	\$10 000	\$10 000	\$28 000		
(2) Superstructure	14 000	14 000	14 255		
(3) Outside connections, pipe lines and electric wiring	800	800	900		
(4) Blowdown line, etc.	1 000	1 000	2 500		
(5) Clearing site	1 500	1 500	-		
(6) Incidentals, timber work, store expense and contingencies ...	2 000	2 000	2 100		
TOTAL	29 300	29 300	77 755		\$136 355
II. Install 126 Foot Turntables at YUMA AND TUCSON, to Replace Existing 100 Foot Turntables:					
(1) New 126 ft. turntable complete with trucks and motors	19 000	19 000	-		
(2) Excavation	5 500	5 500	-		
(3) Concrete work and paying	12 914	12 914	-		
(4) Pilework	5 255	5 255	-		
(5) Install table	1 950	1 950	-		
(6) Foreign freight	1 450	1 450	-		
(7) Incidentals (timber dock, rail, stone, contingencies, etc.) ..	5 147	5 147	-		
(8) Track	2 000	-	-		
TOTAL	53 216	51 216	-		\$104 432
III. Transfer T&O Erection Shop to Pacific Lines Property, EL PASO:					
(1) Clearing site for new location	-	-	6 235		
(2) Tearing down erection shop	-	-	13 065		
(3) Tearing down machine shop	-	-	9 380		
(4) Rebuilding erection shop	-	-	72 723		
(5) Rebuilding machine shop	-	-	47 144		
(6) Foundations for machinery	-	-	6 815		
(7) Pipe line and electric lines	-	-	2 716		
(8) Moving and installing machinery	-	-	32 432		
(9) Track work	-	-	15 535		
TOTAL			206 045		206 045
IV. Install Additional Water Column and 65,000 gallon tank					
	-	-	-	\$7 000	7 000
GRAND TOTAL					\$453 832

EXPLANATION OF SYMBOLS USED
 WHEN HEADING "AVERAGE CONSIST"

A - Perishable Loads
 B - Other Loads
 C - Empty cars and includes cabooses
 D - Total all cars

Defendant's Exhibit No. 207 (Witness Judson)
 Jan. 24, 1941

NORTHWEST PACIFIC RAILWAY COMPANY

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDED
 BETWEEN CERTAIN TERMINALS, OCTOBER 1st to 10th INCLUSIVE 1939

From (a)	To (b)	Distance Miles (c)	Rating Grade (d)	No. of Trains (e)	Type of Locomotives (f)	70 cars or less Average Consist					No. of Trains (1)	Type of Locomotives (n)	71 cars to 100 cars Average Consist					No. of Trains (s)	Type of Locomotives (t)	101 cars to 125 cars Average Consist					Maximum Cars Per Train (zz)
						A	B	C	D	Tons			A	B	C	D	Tons			A	B	C	D	Tons	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(1)	(n)	(m)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(zz)
Dickinson, N.D.	Glendive, Mont.	106	1.00	21	Mallet	1	19	21	41	1,294	12	Mallet	2	31	48	81	2,485	-	-	-	-	-	-	-	90
"	"	106	1.00	4	Mikado	1	9	18	28	802	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40
"	"	106	1.00	1	Northern	-	33	1	34	1,521	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34
Glendive, Mont.	Dickinson, N.D.	106	1.00	6	Mallet	-	56	3	59	3,688	26	Mallet	10	69	3	82	4,194	-	-	-	-	-	-	-	88
"	"	106	1.00	4	Mikado	-	12	3	15	770	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20
"	"	106	1.00	1	Northern	18	26	1	45	2,001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45
Livingston, Mont.	Logan, Mont.	49	1.80	3	Mikado	1	27	19	47	1,848	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70
Logan, Mont.	Livingston, Mont.	59	1.90	7	Mikado	-	18	21	39	1,193	1	Mikado	1	34	40	75	2,315	-	-	-	-	-	-	-	75
Bozeman, Mont.	Logan, Mont.	24	1.00	2	Pacific	-	7	18	25	695	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29
"	"	24	1.00	1	Ten Wheels	-	8	19	27	685	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27
Logan, Mont.	Bozeman, Mont.	24	1.00	1	Pacific	-	1	6	7	180	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
"	"	24	1.00	1	Ten Wheels	-	5	7	12	332	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
Logan, Mont.	Helena, Mont.	74	1.00	4	Mikado	-	26	20	46	1,991	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49
Helena, Mont.	Logan, Mont.	74	1.00	4	Mikado	-	9	42	51	1,292	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70
Livingston, Mont.	Helena, Mont.	123	1.80	15	Mallet	-	30	18	48	2,169	16	Mallet	2	46	33	81	2,988	1	Mallet	-	34	77	111	4,660	111
Helena, Mont.	Livingston, Mont.	133	1.90	1	Mallet	6	63	1	70	3,428	34	Mallet	11	65	8	84	4,007	-	-	-	-	-	-	-	92
Helena, Mont.	Missoula, Mont.	119	2.20	15	Mallet	1	33	11	45	2,099	15	Mallet	1	38	41	80	2,704	1	Mallet	1	24	76	101	3,090	101
"	"	119	2.20	3	Mikado	-	7	25	32	1,052	1	Mikado	-	11	74	85	2,721	-	-	-	-	-	-	-	85
Missoula, Mont.	Helena, Mont.	119	1.40	1	Mallet	17	43	8	68	3,518	30	Mallet	10	65	12	87	4,099	1	Mallet	14	68	24	106	4,835	106
"	"	119	1.40	1	Mikado	-	37	17	54	3,033	2	Mikado	6	61	19	88	4,207	-	-	-	-	-	-	-	94
Garrison, Mont.	Missoula, Mont.	68	Down	7	Mikado	1	20	27	48	1,685	1	Mikado	-	34	41	75	2,335	-	-	-	-	-	-	-	75
Missoula, Mont.	Garrison, Mont.	68	Up	9	Mikado	-	22	21	43	1,483	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63
Diamond, Mont.	Missoula, Mont.	49	Down	4	Ten Wheels	-	17	7	24	1,346	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51
Missoula, Mont.	Diamond, Mont.	49	Up	4	Ten Wheels	-	1	17	18	411	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23
TOTAL TRAINS		267		126							138							3							
PER CENT OF ALL TRAINS		100		47.2							51.7							1.1							
AVERAGE CARS PER TRAIN		69.7		41							83							106							5668

Defendant's Exhibit No. 208. (Witness Judson)
Jan. 24, 1941

NORTH PACIFIC RAILWAY COMPANY

MAXIMUM NUMBER OF CARS HANDED IN VARIOUS MAIN LINE PASSENGER TRAINS, OCTOBER 1ST TO 10TH, 1939, INCLUSIVE

TRAIN NO. 1 - WEST	MILES	CARS PER TRIP														TOTAL TRIPS
		5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
St. Paul to Fargo	252	-	-	-	-	-	-	-	4	3	2	1	-	-	-	10
Fargo to Billings	642	-	-	-	-	-	-	-	3	5	3	-	-	-	-	10
Billings to Butte	235	-	-	-	-	-	-	-	7	2	-	1	-	-	-	10
Butte to Spokane	378	-	-	-	-	-	-	-	7	3	-	-	-	-	-	10
Spokane to Pasco	146	-	-	-	-	-	-	-	1	8	1	-	-	-	-	10
Pasco to Yakima	89	-	-	-	-	-	9	1	-	-	-	-	-	-	-	10
Yakima to Auburn	139	-	-	-	-	-	9	1	-	-	-	-	-	-	-	10
Auburn to Seattle	22	-	-	-	-	3	7	-	-	-	-	-	-	-	-	10
TOTAL	1,903	-	-	-	-	3	25	2	22	21	5	2	-	-	-	80
PERCENT OF TOTAL		-	-	-	-	3.75	31.25	2.50	27.50	26.25	6.25	2.50	-	-	-	
TOTAL TRAINS OVER 14 CARS 2 or 2.50%																
TOTAL TRAINS 14 CARS OR UNDER 78 or 97.50%																
TOTAL TRAINS 80 or 100.00%																

TRAIN NO. 2 - EAST	MILES	CARS PER TRIP														TOTAL TRIPS
		5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
St. Paul to Fargo	252	-	-	-	-	-	-	-	1	1	3	2	3	-	-	10
Fargo to Billings	642	-	-	-	1	1	3	2	1	2	-	-	-	-	-	10
Billings to Logan	164	-	-	-	-	1	1	4	4	-	-	-	-	-	-	10
Logan to Spokane	451	-	-	1	4	4	-	1	-	-	-	-	-	-	-	10
Spokane to Pasco	146	4	3	2	1	-	-	-	-	-	-	-	-	-	-	10
Pasco to Yakima	89	-	4	3	1	1	-	-	-	1	-	-	-	-	-	10
Yakima to Auburn	139	-	-	4	4	-	1	-	-	-	1	-	-	-	-	10
Auburn to Seattle	22	-	-	4	5	-	1	-	-	-	-	-	-	-	-	10
TOTAL	1,905	4	7	14	16	7	7	8	8	5	4	-	-	-	-	80
PERCENT OF TOTAL		5.00	8.75	17.50	20.00	8.75	8.75	10.00	10.00	6.25	5.00	-	-	-	-	
TOTAL TRAINS OVER 14 CARS 0 or 0.00%																
TOTAL TRAINS 14 CARS OR UNDER 80 or 100.00%																
TOTAL TRAINS 80 or 100.00%																

TRAIN NO. 3 - WEST	MILES	CARS PER TRIP														TOTAL TRIPS
		5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
St. Paul to Fargo	252	-	-	-	-	-	-	-	1	4	-	4	-	1	-	10
Fargo to Billings	642	-	-	-	1	4	1	3	-	1	-	-	-	-	-	10
Billings to Logan	164	-	-	4	4	2	-	-	-	-	-	-	-	-	-	10
Logan to Spokane	451	-	1	1	3	2	2	-	1	-	-	-	-	-	-	10
Spokane to Pasco	146	6	4	-	-	-	-	-	-	-	-	-	-	-	-	10
Pasco to Yakima	89	3	5	-	-	-	-	-	-	-	-	-	-	-	-	10
Yakima to Auburn	139	5	3	2	-	-	-	-	-	-	-	-	-	-	-	10
Auburn to Seattle	22	6	2	2	-	-	-	-	-	-	-	-	-	-	-	10
TOTAL	1,905	22	15	9	8	8	4	7	1	5	-	1	-	-	-	80
PERCENT OF TOTAL		27.50	18.75	11.25	10.00	10.00	5.00	8.75	1.25	6.25	-	1.25	-	-	-	
TOTAL TRAINS OVER 14 CARS 1 or 1.25%																
TOTAL TRAINS 14 CARS OR UNDER 79 or 98.75%																
TOTAL TRAINS 80 or 100.00%																

TRAIN NO. 4 - EAST	MILES	CARS PER TRIP														TOTAL TRIPS
		5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
St. Paul to Fargo	252	-	-	-	-	-	-	-	5	4	1	-	-	-	-	10
Fargo to Billings	642	-	-	-	-	-	-	-	5	4	1	-	-	-	-	10
Billings to Butte	235	-	-	-	-	-	-	-	-	2	4	4	-	-	-	10
Butte to Spokane	378	-	-	-	-	-	-	-	2	5	2	-	1	-	-	10
Spokane to Pasco	146	-	-	-	-	2	-	5	2	1	-	-	-	-	-	10
Pasco to Yakima	89	-	-	-	-	2	2	3	2	-	1	-	-	-	-	10
Yakima to Auburn	139	-	-	-	-	-	2	3	2	2	-	1	-	-	-	10
Auburn to Seattle	22	-	-	-	-	-	3	3	2	2	-	-	-	-	-	10
TOTAL	1,903	-	-	-	-	-	4	7	14	20	18	7	5	5	-	80
PERCENT OF TOTAL		-	-	-	-	-	5.00	8.75	17.50	25.00	22.50	8.75	6.25	6.25	-	
TOTAL TRAINS OVER 14 CARS 17 or 21.25%																
TOTAL TRAINS 14 CARS OR UNDER 63 or 78.75%																
TOTAL TRAINS 80 or 100.00%																

SUMMARY

TOTAL TRAINS OVER 14 CARS	20 or 6.25%
TOTAL TRAINS 14 CARS OR UNDER	100 or 93.75%
TOTAL TRAINS	120 or 100.00%

Defendant's Exhibit No. 209 (Witness Garverick)
Jan. 24, 1941

DEFENSE EXPENSE COMPANY
(Pacific Lines)

BASED BASES OF PAY FOR STANDARD TRIP AND CARRIER
BASES OF THE TONNAGE AND AGE CLASSIFICATIONS

LINE NO.	CLASS	DEFENSE EXPENSE COMPANY										TARIFF	
		ONE (a)	TWO (b)	THREE (c)	FOUR (d)	FIVE (e)	SIX (f)	SEVEN (g)	EIGHT (h)	NINE (i)	TEN (j)	3-CLASS (1)	3-CLASS (2)
1	BASIC (THROUGH) 100 MILES	\$15.01	\$15.07	\$15.31	\$15.71	\$15.71	\$15.99	\$15.99	\$15.99	\$15.99	\$15.99	-	\$24.99
2	BASIC (LOCAL) 100 MILES	15.73	15.99	16.43	16.43	16.43	16.71	16.71	16.71	16.71	16.71	-	27.43
DEFENSE													
3	THRU-CELL 123 Miles (Through)	18.46	18.53	18.83	19.30	19.30	19.47	19.47	19.47	19.47	19.47	-	30.74
4	123 Miles (Local)	19.99	19.47	19.97	20.45	20.45	20.80	20.80	20.80	20.80	20.80	-	33.98
5	THRU-THRU-CELL 174 Miles (Through)	25.12	25.30	25.44	27.34	27.34	27.80	27.80	27.80	27.80	27.80	-	41.37
6	174 Miles (Local)	27.72	27.81	28.34	28.34	28.34	29.42	29.42	29.42	29.42	29.42	-	43.68
7	CELL-THRU-CELL 128 Miles (Through)	19.21	19.29	19.40	20.11	20.11	20.47	20.47	20.47	20.47	20.47	-	32.00
8	128 Miles (Local)	20.29	20.46	20.70	21.29	21.29	21.64	21.64	21.64	21.64	21.64	-	35.35
9	THRU-THRU-CELL 128 Miles (Through)	18.01	18.08	18.37	18.85	18.85	19.19	19.19	19.19	19.19	19.19	-	29.99
10	128 Miles (Local)	19.13	19.19	19.48	19.96	19.96	20.29	20.29	20.29	20.29	20.29	-	33.14
11	BASIC (THROUGH) 100 MILES	-	-	-	-	-	-	-	-	-	-	-	-
12	BASIC (LOCAL) 100 MILES	-	-	-	-	-	-	-	-	-	-	-	-
DEFENSE													
13	THRU-THRU-CELL 164 Miles (Through)	24.44	24.71	25.10	25.76	25.76	26.22	26.22	26.22	26.22	26.22	-	44.90
14	164 Miles (Local)	26.13	26.22	26.63	27.27	27.27	27.73	27.73	27.73	27.73	27.73	-	45.67
15	THRU-THRU-CELL 169 Miles (Through)	22.35	22.49	22.81	23.41	23.41	23.83	23.83	23.83	23.83	23.83	-	40.46
16	169 Miles (Local)	23.73	23.83	24.18	24.78	24.78	25.19	25.19	25.19	25.19	25.19	-	41.07
17	THRU-THRU-CELL 230 Miles (Through)	34.52	34.66	35.21	36.13	36.13	36.70	36.70	36.70	36.70	36.70	-	62.42
18	230 Miles (Local)	36.44	36.70	37.13	38.25	38.25	38.89	38.89	38.89	38.89	38.89	-	64.03
19	THRU-THRU-CELL 230 Miles (Through)	15.01	15.07	15.31	15.71	15.71	15.99	15.99	15.99	15.99	15.99	-	27.14
20	230 Miles (Local)	15.73	15.99	16.43	16.43	16.43	16.71	16.71	16.71	16.71	16.71	-	27.84
21	THRU-THRU-CELL 230 Miles (Through)	15.01	15.07	15.31	15.71	15.71	15.99	15.99	15.99	15.99	15.99	-	27.14
22	230 Miles (Local)	15.73	15.99	16.43	16.43	16.43	16.71	16.71	16.71	16.71	16.71	-	27.84
23	THRU-THRU-CELL 230 Miles (Through) Balper	20.06	20.05	21.08	21.84	21.84	22.23	22.23	22.23	22.23	22.23	-	-
24	230 Miles (Through) Balper	5.70	5.73	5.80	5.90	5.90	6.00	6.00	6.00	6.00	6.00	-	-
25	THRU-THRU-CELL 230 Miles (Through) Balper	4.30	4.30	4.40	4.50	4.50	4.60	4.60	4.60	4.60	4.60	-	-
DEFENSE													
26	BASIC (THROUGH) 100 MILES	15.07	15.07	15.31	15.63	15.63	15.99	15.99	15.99	15.99	15.99	-	27.14
27	BASIC (LOCAL) 100 MILES	16.00	16.00	16.04	16.35	16.35	16.90	16.90	16.90	16.90	16.90	-	28.26
DEFENSE													
28	THRU-THRU-CELL 217 Miles (Through)	34.70	34.72	35.32	35.90	35.90	36.70	36.70	36.70	36.70	36.70	-	58.89
29	217 Miles (Local)	36.72	36.72	37.34	37.91	37.91	38.72	38.72	38.72	38.72	38.72	-	62.63
30	THRU-THRU-CELL 217 Miles (Through)	18.04	18.04	19.14	19.53	19.53	19.99	19.99	19.99	19.99	19.99	-	33.93
31	217 Miles (Local)	20.00	20.00	20.30	20.69	20.69	21.15	21.15	21.15	21.15	21.15	-	36.07

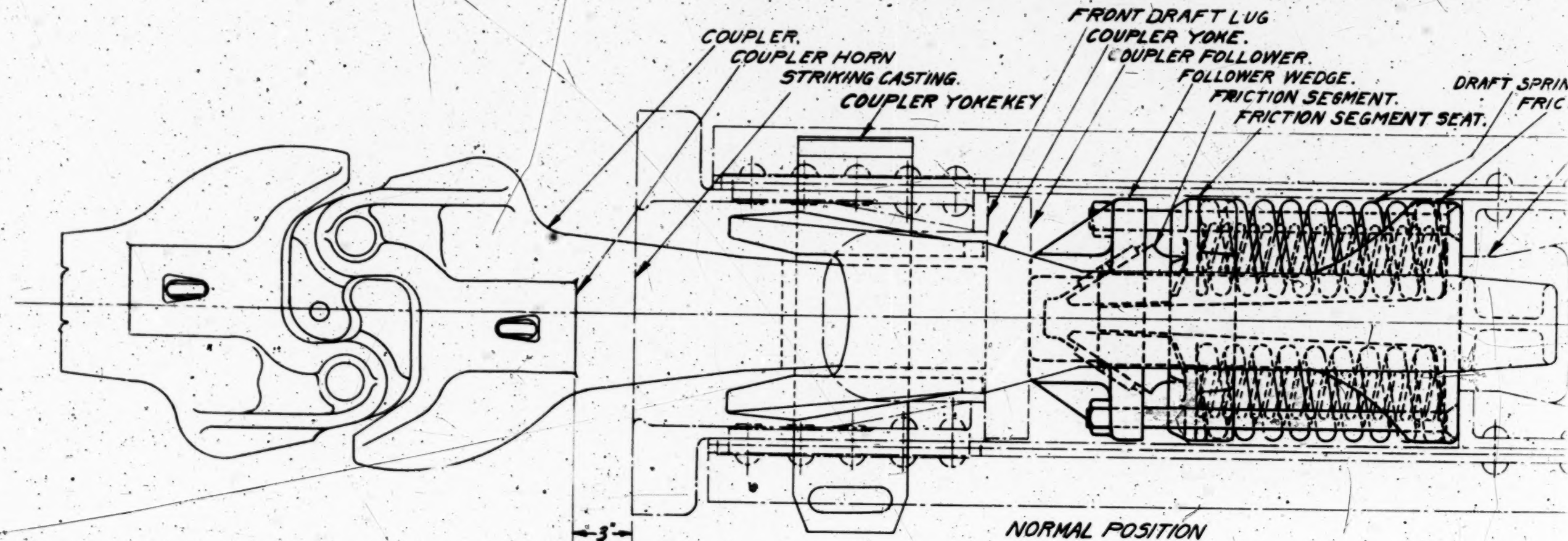
8 - Rates of pay as shown cover a single trip from initial to turning point and return. If no other service performed within 8 hours from initial call, crew will be allowed the minimum of 100 miles. Balper crew may be called for more than one trip within the 8 hour provision and allowed total mileage made with a minimum of 100 miles.

DEFENSE EXPENSE COMPANY

3193

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
COMPARATIVE POSITION
OF
COUPLER UNDER MAXIMUM DRAFT GEAR TRAVEL
NORMAL BUUF AND PULL

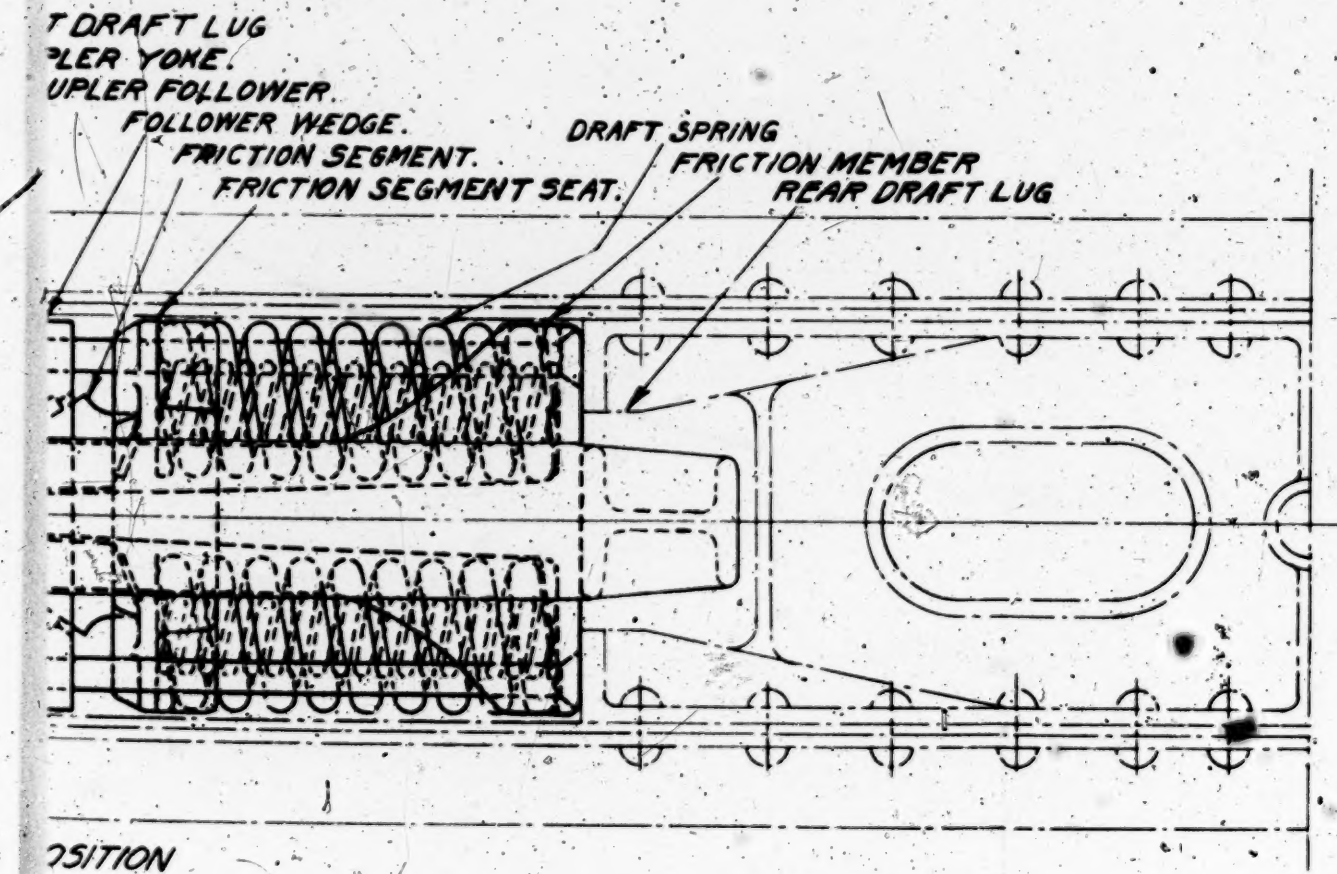
REPRESENTING NATIONAL M-17, M-17-A, AND M-17A (CERTIFIED) DRAFT GEARS

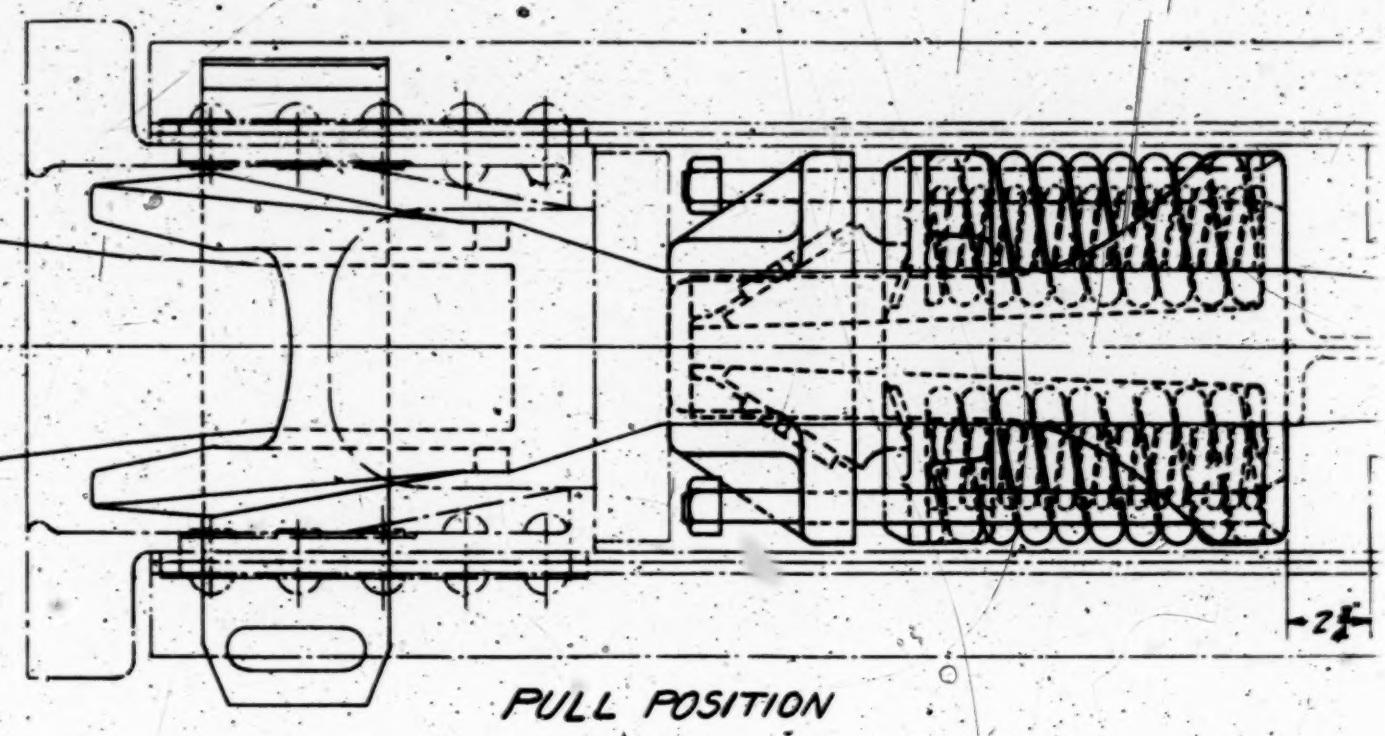
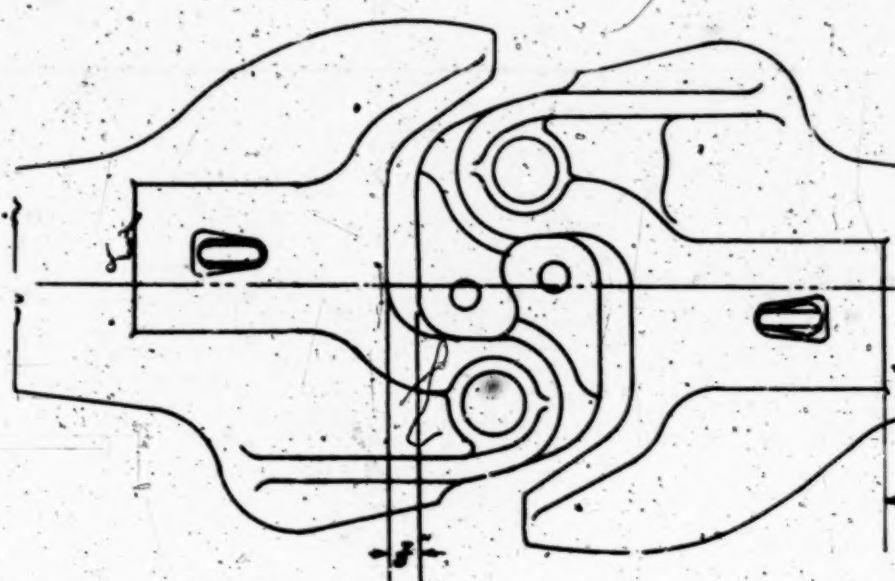
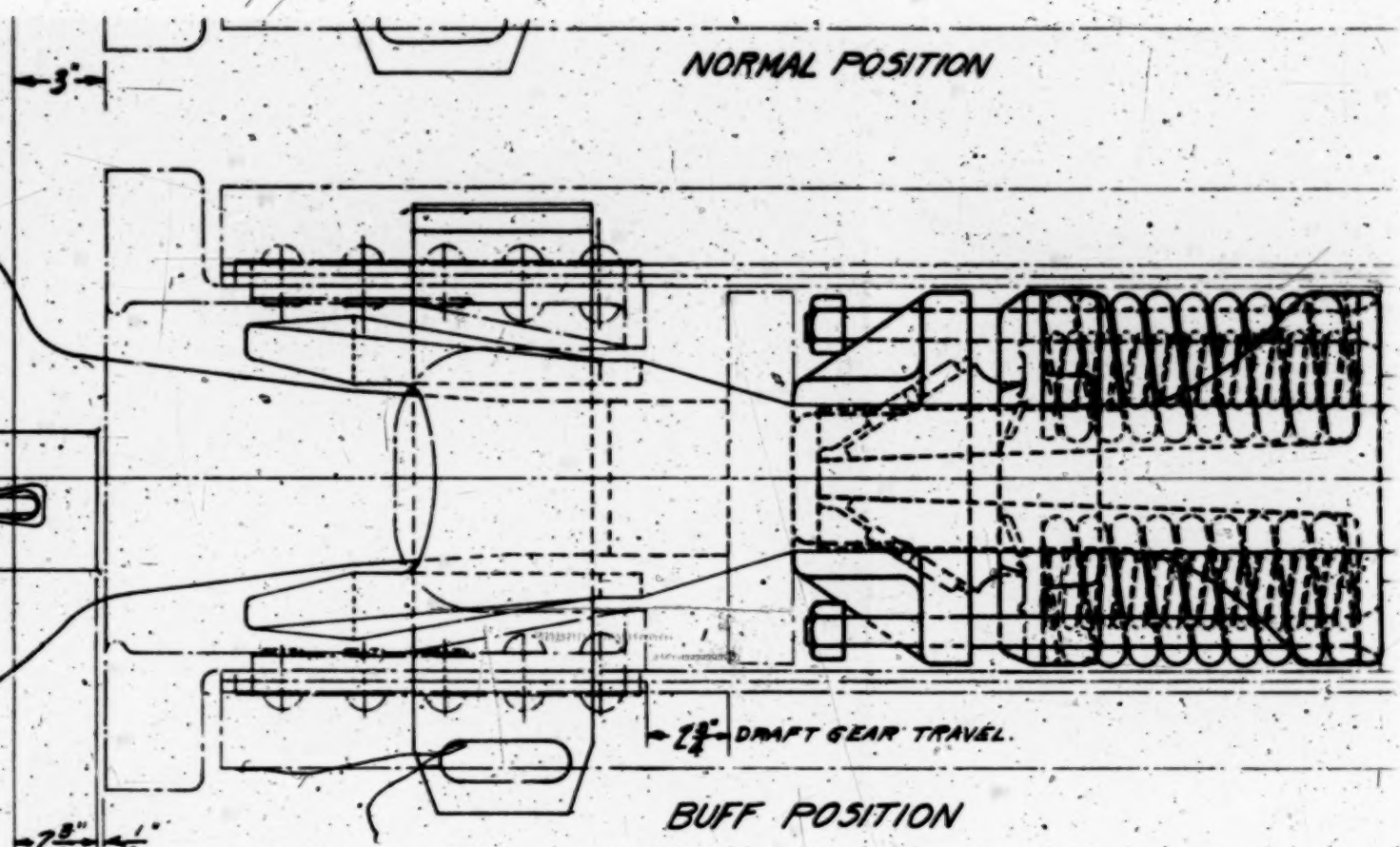
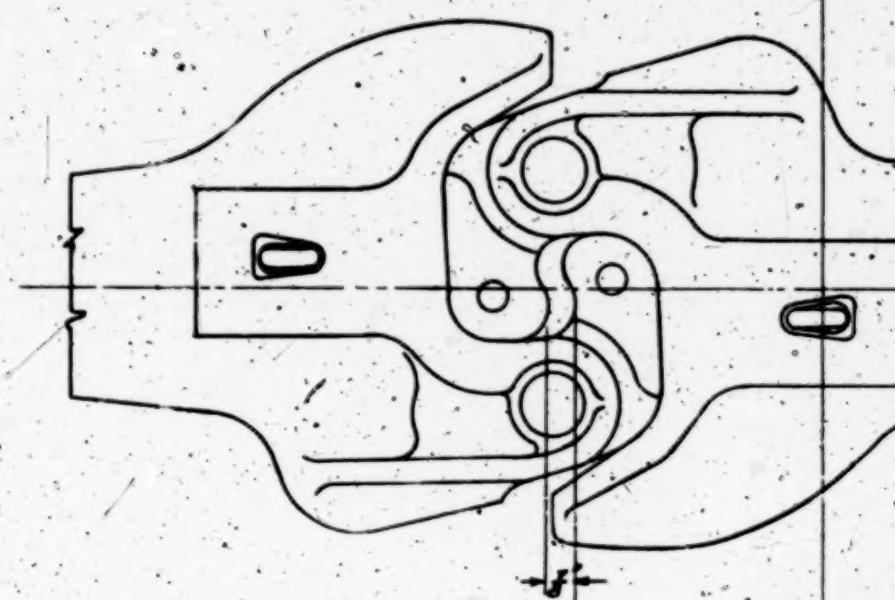


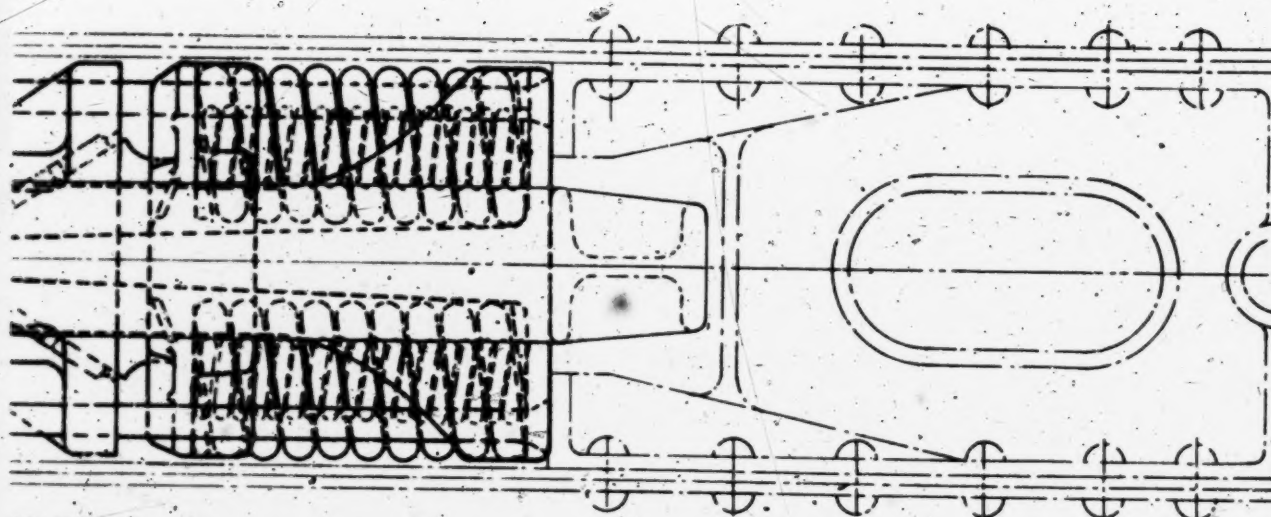
C COMPANY
VES
POSITION

DRAFT GEAR TRAVEL
AND PULL

ND M-17A (CERTIFIED) DRAFT GEARS

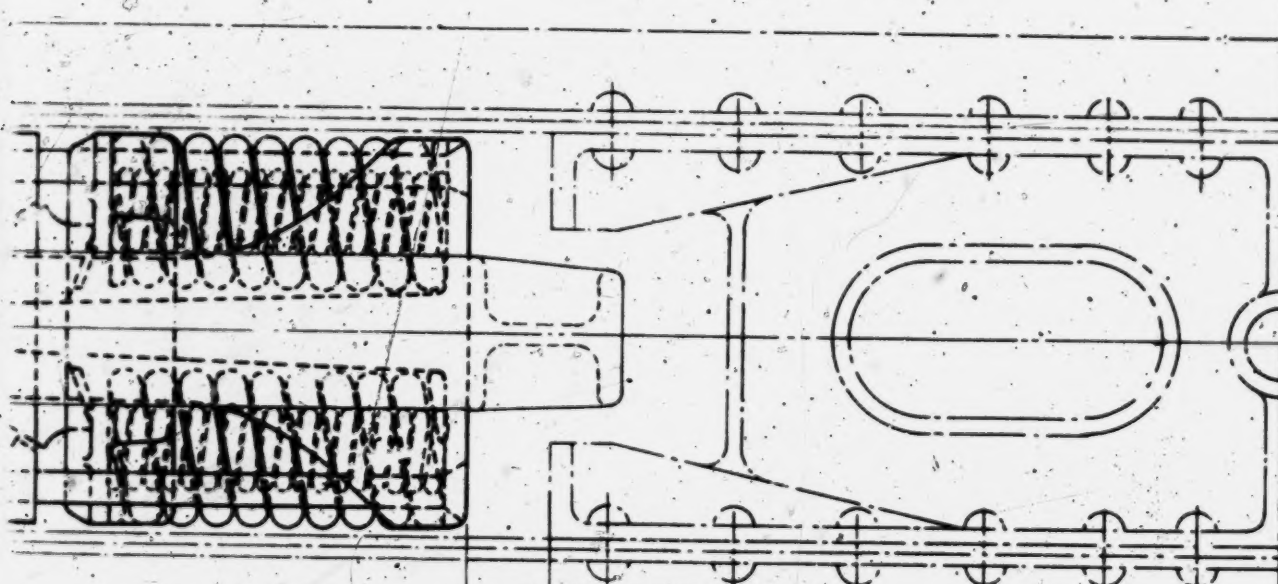






AIR TRAVEL

TION



-2- DRAFT GEAR TRAVEL

Defendant's Exhibit No. 211 (Witness Sines)
Jan. 28, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

NUMBER OF PASSENGER TRAINS OF DIFFERENT LENGTHS
BETWEEN EL PASO, TEXAS AND TUCUMCARI, NEW MEXICO
YEAR 1939

TRAIN NO. (a)	TRAIN NAME (b)	7 (c)	8 (d)	9 (e)	10 (f)	11 (g)	12 (h)	13 (i)	14 (j)	15 (k)	16 (l)	17 & OVER (m)	TOTAL (n)
	<u>WEST</u>												
3	Golden State Limited Tucumcari - El Paso	-	-	-	-	1	128	179	37	11	9	-	365
43	Californian Tucumcari - El Paso	-	3	1	104	146	64	22	10	9	4	2	365
	TOTAL WEST PER CENT OF TOTAL	-	3 .41	1 .14	104 14.25	147 20.14	192 26.30	201 27.53	47 6.44	20 2.74	13 1.78	2 .27	730 100%
	<u>EAST</u>												
4	Golden State Limited El Paso - Tucumcari	-	-	-	-	6	133	176	37	8	3	1	364
44	Californian El Paso - Tucumcari	-	-	7	104	118	82	30	18	3	2	-	364
	TOTAL EAST PER CENT OF TOTAL	-	-	7 .56	104 14.29	124 17.03	215 29.53	206 28.30	55 7.55	11 1.51	5 .69	1 .14	728 100%

RECAPITULATION			
	TOTAL TRAINS	TOTAL OVER 14	PER CENT OF TOTAL
WEST	730	35	4.79
EAST	728	17	2.34
TOTAL	1,458	52	3.57

Defendant's Exhibit No. 212 (Witness Sines)
Jan. 28, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

TUCSON AND SALT LAKE DIVISIONS

LOCOMOTIVE ASSIGNMENT AS OF NOVEMBER 30, 1940

LINE NO. (a)	TYPE (b)	WHEEL ARRANGEMENT (WHYTE SYSTEM) (c)	NUMBERS (NOT CONTINUOUS) (d)	SALT LAKE DIVISION		TUCSON DIVISION	
				FREIGHT (e)	PASSENGER (f)	FREIGHT (g)	PASSENGER (h)
1	Mogul 4,6,9,11	2-6-0	1624 - 1833	1	-	9	-
2	Ten Wheel 1,23,26,28,37	4-6-0	2105 - 2344	8	-	-	2
3	Pacific 3,5,12	4-6-2	2432 - 3129	-	-	-	4
4	Consolidation 8,9,10	2-8-0	2521 - 2858	5	-	7	-
5	Mikado 2,4	2-8-2	3202 - 3230	2	-	4	-
6	Mikado 5,6	2-8-2	3242 - 3258	3	-	-	-
7	Mikado 7,C,9	2-8-2	3306 - 3323	-	-	9	-
8	F-1	2-10-2	3611 - 3652	-	-	11	-
9	F-3	2-10-2	3657 - 3662	2	-	1	-
10	F-4	2-10-2	3669 - 3717	16	-	15	-
11	F-5	2-10-2	3719 - 3766	16	-	1	-
12	Articulated-Consolidation 1,2,3	2-8-8-2	4002 - 4046	17	-	-	-
13	Mountain 1,3,4,5	4-8-2	4306 - 4376	-	15	-	11
14	Golden State 1	4-8-4	4405 - 4407	-	2	-	-
15	Southern Pacific 1, 2, 3	4-10-2	5002 - 5045	-	-	11	-
TOTAL				70	17	68	17
TOTAL FREIGHT AND PASSENGER				87		85	

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

LENGTHS AND CAPACITIES OF
MAIN LINE SINGLES IN ARIZONA

YUMA-ARIZONA STATE LINE TO ARIZONA-NEW MEXICO STATE LINE
VIA GILA AND BOWIE
YEAR 1912

STATION (a)	CLEAR LENGTH (b)	CAPACITY (c)	STATION (a)	CLEAR LENGTH (b)	CAPACITY (c)	STATION (a)	CLEAR LENGTH (b)	CAPACITY (c)
Yuma	-	Yard	Buchan	3,800	70 cars, engine and caboose	Buell	3,198	70 cars, engine and caboose
Patio	37,340	Yard	Mobile	3,807	70 cars, engine and caboose	Amole	3,210	70 cars, engine and caboose
Ivalon	8,084	180 cars, engine and caboose	Elaid	3,193	70 cars, engine and caboose	Mescal	6,400	143 cars, engine and caboose
Araby	3,200	70 cars, engine and caboose	Newton	3,209	70 cars, engine and caboose	Chamiso	3,200	70 cars, engine and caboose
Blaisdell	3,197	70 cars, engine and caboose	Maricopa	12,468	Yard	Benson	23,285	Yard
Dome	3,605	70 cars, engine and caboose	Lirim	3,147	69 cars, engine and caboose	Fenner	3,201	70 cars, engine and caboose
Ligarta	3,185	70 cars, engine and caboose	Bon	3,559	70 cars, engine and caboose	Curvo	3,197	70 cars, engine and caboose
Adonde	3,200	70 cars, engine and caboose	Hunes	3,200	70 cars, engine and caboose	Siby1	3,218	70 cars, engine and caboose
Wellton	3,202	70 cars, engine and caboose	Casa Grande	6,397	143 cars, engine and caboose	Tully	3,823	64 cars, engine and caboose
Tacna	3,200	70 cars, engine and caboose	Arizola	3,199	70 cars, engine and caboose	Ochoa	3,210	70 cars, engine and caboose
Colfred	3,200	70 cars, engine and caboose	Toltec	3,225	70 cars, engine and caboose	Lanoha	3,200	70 cars, engine and caboose
Pembroke	3,399	75 cars, engine and caboose	Eloy	3,229	70 cars, engine and caboose	Dragon	7,823	175 cars, engine and caboose
Mohawk	4,475	99 cars, engine and caboose	Picacho	3,402	75 cars, engine and caboose	Hanzoro	3,200	70 cars, engine and caboose
Kim	3,200	70 cars, engine and caboose	Wymola	3,136	69 cars, engine and caboose	Cochise	7,737	173 cars, engine and caboose
Stoyal	3,220	70 cars, engine and caboose	Red Rock	7,593	165 cars, engine and caboose	Hado	3,200	70 cars, engine and caboose
Musina	3,100	68 cars, engine and caboose	Naviska	3,202	70 cars, engine and caboose	Willcox	6,132	182 cars, engine and caboose
Aztec	4,556	101 cars, engine and caboose	Marana	3,400	75 cars, engine and caboose	Drury	3,130	68 cars, engine and caboose
Stanwix	3,211	70 cars, engine and caboose	Rillito	3,400	75 cars, engine and caboose	Raso	5,022	111 cars, engine and caboose
Delosa	Spur		Cortaro	3,209	70 cars, engine and caboose	Alrich	3,286	72 cars, engine and caboose
Sentinel	5,785	129 cars, engine and caboose	Jaynes	3,206	70 cars, engine and caboose	Luzena	3,167	69 cars, engine and caboose
Tarton	3,212	70 cars, engine and caboose	Stockham	3,212	70 cars, engine and caboose	Cholla	3,208	70 cars, engine and caboose
Piedra	3,214	70 cars, engine and caboose	Tucson	45,097	Yard	Bowie	14,700	Yard
Theba	3,213	70 cars, engine and caboose	Polvo	3,192	70 cars, engine and caboose	Holt	3,218	70 cars, engine and caboose
Smurr	3,215	70 cars, engine and caboose	Wilmot	3,205	70 cars, engine and caboose	Olga	3,184	69 cars, engine and caboose
Gila	22,675	Yard	Rankin	3,208	70 cars, engine and caboose	Karro	3,206	70 cars, engine and caboose
Coledon	3,212	70 cars, engine and caboose	Emond	3,240	71 cars, engine and caboose	San Simon	4,512	100 cars, engine and caboose
Bosque	3,211	70 cars, engine and caboose	Vall	5,425	121 cars, engine and caboose	Bawitz	3,222	70 cars, engine and caboose
Osapos	3,209	70 cars, engine and caboose	Irene	3,200	70 cars, engine and caboose	Vahar	3,193	69 cars, engine and caboose
Estrella	3,795	84 cars, engine and caboose	Pastano	5,212	116 cars, engine and caboose	Cavot	3,558	78 cars, engine and caboose

SOURCE: Southern Pacific Co., Tucson Division's
Timetable No. 71 (Effective Sunday
December 22nd, 1912)

CAPACITY BASED ON: Locomotive 80 feet
Caboose 40 feet
Cars 44 feet

Defendant's Exhibit No. 214 (Witness Sines)
Jan. 28, 1941

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

MAIN LINE FREIGHT TRAINS OF VARIOUS LENGTHS
OPERATED BETWEEN YUMA, ARIZONA AND EL PASO, TEXAS
VIA GILA, ARIZONA, AND LOYDSBURG, NEW MEXICO, AND
VIA DOUGLAS, ARIZONA, OVER SOUTH LINE
DURING JUNE AND AUGUST, 1936
ACTUAL OPERATIONS COMPARED WITH REDISPATCHED

[illegible]

TOTAL - EAST AND WEST JUNE AND AUGUST		26	88	636	4	-	-	-	-	-	140	-	9	29	18	12	12	12	5	7	104											
PER CENT. OF TOTAL		3.44	11.64	84.39	0.53	-	-	-	-	-	100.00	0.77	4.22	12.48	7.68	16.31	22.27	15.93	4.41	15.93	100.00											
LROSBURG-EL PASO (148 Miles East) (159 Miles West)	JUNE	EAST	16	23	142	6	7	19	3	-	216	32	5	14	6	25	44	43	10	5	182											
		WEST	15	15	78	2	-	100	8	-	219	1	2	19	5	31	38	9	7	77	189											
	AUGUST	EAST	1	8	83	4	6	11	9	-	122	4	5	18	4	21	23	18	3	5	101											
		WEST	10	36	42	2	2	26	3	-	121	3	15	31	3	6	32	13	1	-	106											
TOTAL - EAST AND WEST JUNE AND AUGUST		42	83	345	14	15	156	23	-	678	40	27	82	18	83	137	82	21	57	577												
PER CENT. OF TOTAL		6.19	12.24	50.89	2.07	2.21	23.01	3.39	-	100.00	6.93	4.68	14.21	3.12	14.39	23.74	14.21	3.64	15.08	100.00												
GRAND TOTAL (YUMA-EL PASO)		95	367	2,298	18	15	156	23	-	2,972	55	114	270	244	284	555	233	76	301	2,802												
RECAPITULATION TOTAL TRAINS OVER 70 CARS 212 7.13% TOTAL TRAINS 70 CARS AND UNDER 2,760 92.87% TOTAL TRAINS 2,972 100.00%											# Departed Lordsburg with 71 and 74 cars, reduced to 70 cars east of State Line. ## Departed Tucson with 70 cars each. Picked up cars east of State Line.											RECAPITULATION TOTAL TRAINS OVER 70 CARS 1,743 80.06% TOTAL TRAINS 70 CARS AND UNDER 439 19.94% TOTAL TRAINS 2,802 100.00%										
TUCSON-DOUGLAS (125 Miles East) (124 Miles West)	JUNE	EAST	16	10	4	-	-	-	-	-	30	14	10	5	1	-	-	-	-	-	30											
		WEST	6	9	15	-	-	-	-	-	30	1	5	8	3	2	9	2	-	-	30											
	AUGUST	EAST	22	3	6	-	-	-	-	-	31	15	5	9	1	1	-	-	-	-	31											
		WEST	4	14	13	-	-	-	-	-	31	4	13	11	-	1	2	-	-	-	31											
TOTAL - EAST AND WEST JUNE AND AUGUST		48	36	38	-	-	-	-	-	122	34	33	33	6	4	11	2	-	-	122												
PER CENT. OF TOTAL		39.34	29.51	31.15	-	-	-	-	-	100.00	27.87	27.05	27.05	4.10	3.28	9.01	1.64	-	-	100.00												
DOUGLAS-EL PASO (217 Miles East) (218 Miles West)	JUNE	EAST	25	4	1	-	-	-	-	-	30	26	2	1	1	-	-	-	-	-	30											
		WEST	4	8	16	-	-	1	1	-	30	1	3	10	-	4	10	2	-	-	30											
	AUGUST	EAST	22	6	3	-	-	-	-	-	31	16	7	7	-	1	-	-	-	-	31											
		WEST	2	4	25	-	-	-	-	-	31	2	5	21	-	-	3	-	-	-	31											
TOTAL - EAST AND WEST JUNE AND AUGUST		53	22	45	-	-	1	1	-	122	45	17	39	1	5	13	2	-	-	122												
PER CENT. OF TOTAL		43.44	18.03	36.89	-	-	0.62	0.62	-	100.00	36.88	13.93	31.97	0.82	4.10	10.66	1.64	-	-	100.00												
DOUGLAS-BISBEE JCT. (22 Miles)	JUNE	EAST	15	11	-	-	-	-	-	-	26	15	11	-	-	-	-	-	-	-	26											
		WEST	6	6	14	-	-	-	-	-	26	4	4	10	1	3	2	2	-	-	26											
	AUGUST	EAST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-											
		WEST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-											
TOTAL - EAST AND WEST JUNE AND AUGUST		21	17	14	-	-	-	-	-	52	19	15	10	1	3	2	2	-	-	52												
PER CENT. OF TOTAL		40.39	32.69	26.92	-	-	-	-	-	100.00	36.84	28.84	19.23	1.92	5.77	3.85	3.85	-	-	100.00												
GRAND TOTAL (TUCSON-EL PASO)		122	75	97	-	-	1	1	-	296	98	65	82	7	12	26	6	-	-	296												
RECAPITULATION TOTAL TRAINS OVER 70 CARS 2 0.66% TOTAL TRAINS 70 CARS AND UNDER 294 99.34% TOTAL TRAINS 296 100.00%											# Departed El Paso with 95 cars, reduced to 70 cars at Rodeo. ## Departed El Paso with 101 cars, reduced to 50 cars at Rodeo.											RECAPITULATION TOTAL TRAINS OVER 70 CARS 51 17.23% TOTAL TRAINS 70 CARS AND UNDER 245 82.77% TOTAL TRAINS 296 100.00%										